

SHIPPING AND PORT CONTROL REGULATIONS  
- CHAPTER 313A

LONG TITLE

Empowering section VerDate:30/06/1997

(Cap 313, section 80)

[The Regulations, except Part II: 29 December 1978  
Part II: 1 July 1979 L.N. 293 of 1978]

(L.N. 274 of 1978)

REGULATION 1

Citation VerDate:30/06/1997

PART I

PRELIMINARY

These regulations may be cited as the Shipping and Port Control Regulations.

REGULATION 2

Interpretation VerDate:30/06/1997

(1) In these regulations, unless the context otherwise requires-

"aground" includes beached; (L.N. 408 of 1994)

"all-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees;

"cable reserve" means an area of the waters of Hong Kong specified as such in the Sixth Schedule;

"dangerous goods anchorage" means an area of the waters of Hong Kong specified as such in the Seventh Schedule;

"immigration anchorage" means an approved immigration anchorage under the Immigration Ordinance (Cap 115);

"naval anchorage" means an area of the waters of Hong Kong specified as such in the Seventh Schedule;

"principal fairway" means any area of the waters of Hong Kong specified as such in the Third Schedule;

"private mooring" means a mooring which is not a Government mooring;

"quarantine anchorage" means an area of the waters of Hong Kong specified as such in the Seventh Schedule;

"seatrial" means any seatrial conducted or completed in the waters of Hong Kong for the purpose (whether the sole purpose or otherwise) of testing the performance of a vessel; (L.N. 408 of 1994)

"special anchorage" means any area of the waters of Hong Kong specified as such in the Seventh Schedule;

"timber storage pound" means an area of the waters of Hong Kong approved under regulation 58 for the storage of logs and other timber;

"underway" has the same meaning as in rule 3(i) of Part A of the Schedule to the Merchant Shipping (Safety) (Signals of Distress and Prevention of Collisions) Regulations (Cap 369 sub. leg.); (L.N. 408 of 1994)

"Victoria port" means the area of the waters of Hong Kong declared under section 56 of the Ordinance as Victoria port;

"Yau Ma Tei Anchorage" means the area of the waters of Hong Kong specified as such in the Seventh Schedule.

(2)References in these regulations to the master of any ship or vessel shall be treated as including references to the master of any ship or vessel of a type, description or class as may be specified by the Director by notice in the Gazette. (L.N. 408 of 1994)  
(L.N. 51 of 1992; L.N. 408 of 1994)

### REGULATION 3

Interpretation VerDate:16/06/2000

## PART II

### VESSEL TRAFFIC SERVICE

(L.N. 408 of 1994)

In this Part, unless the context otherwise requires-

"advice" means advice communicated to a vessel from an authorized officer at the vessel traffic centre, and identified by the call sign "MARDEP" or "MARDEP, HONG KONG";

"arrival", in relation to a vessel entering the waters of Hong Kong, means the first occasion on which a vessel ceases to be underway after entering those waters from sea or river trade waters, as the case may be, and "arrive" shall be construed accordingly;

"berth" means any place in the waters of Hong Kong at which a vessel is not underway;

"call sign" has the same meaning as in the Radio Regulations;

"calling-in point" means an identifiable position (whether so identifiable by reference to a lighthouse, light, buoy, pilot boarding station, island, headland or otherwise) situated in the waters of Hong Kong, and specified as such in the Tenth Schedule;

"departure", in relation to a vessel leaving the waters of Hong Kong, means the departure of that vessel from any berth to sea or river trade waters, as the case may be, and "depart" shall be construed accordingly;

"inbound", in relation to the intended entry of a vessel into the waters of Hong Kong, means the inward passage of that vessel into those waters from sea or river trade waters, as the case may be;

"MARDEP" or "MARDEP, HONG KONG" means the call sign of the Marine Department of the Hong Kong Government transmitted as such for the purpose of commencing VHF radiotelephone communication between a vessel and an authorized officer at the vessel traffic centre;

"movement", in relation to a vessel in the waters of Hong Kong, means-

(a) the movement of that vessel between one berth ("original berth") and another berth, or between the original berth, some other intermediate location within the waters of Hong Kong and the original berth, as the case may be; or

(b) the movement by way of navigation of that vessel for the purpose of conducting a seatrial, other than a seatrial conducted or completed immediately prior to that vessel leaving the waters of Hong Kong, and "move" shall be construed accordingly;

"notification" means a written document addressed to the Director, and includes a letter, cable, telex or facsimile transmission, and "notify" shall be construed accordingly;

"outbound", in relation to the intended departure of a vessel from the waters of Hong Kong, means the outward passage of that vessel from those waters to sea or river trade waters, as the case may be;

"pilot boarding station" has the same meaning as in section 10A of the Pilotage Ordinance (Cap 84);

"port clearance" means a port clearance referred to in section 15(1) of the Ordinance;

"Radio Regulations" means the Radio Regulations annexed to the Constitution and Convention of the International Telecommunication Union currently in force; (36 of 2000 s. 28)

"report" means a message, identified by the call sign "MARDEP" or "MARDEP, HONG KONG" and the call sign of a vessel, transmitted by VHF radiotelephone communication from that vessel to the vessel traffic centre;

"river trade waters" means the waters contained within river trade limits other than the waters of Hong Kong contained within those limits;

"sea" means the waters of the sea other than those contained within river trade limits;

"seaward limits of the vessel traffic service coverage" means the limits delineated in the Fifteenth Schedule specifying the extent of the coverage of the vessel traffic service;

"special condition of the vessel" means any such condition relating to-

- (a) the abnormal stability of a vessel;
- (b) any trimming, heeling or listing of a vessel;
- (c) any deficiency of a vessel's propulsion or steering gear, anchors or windlass;
- (d) the breach of, or damage to, a vessel's hull which may affect the water-tight integrity of the vessel;
- (e) the abnormal state of a vessel's cargo; or
- (f) the breakdown of a vessel's radar or other aid to navigation of a major nature;

"standard marine navigation vocabulary" means the Standard Marine Navigation Vocabulary adopted by the International Maritime Organisation Assembly and currently in force;

"vessel not under command" means a vessel which is unable to manoeuvre in accordance with collision regulations;

"vessel traffic centre" means the vessel traffic centre (identified by the call sign "MARDEP" or "MARDEP, HONG KONG") from which the vessel traffic service of Hong Kong is operated and to which reports are made;

"vessel traffic service" means the vessel traffic service of Hong Kong operated by the Director in respect of vessels within the seaward limits of the vessel traffic service coverage;

"VHF" means very high frequency;

"VHF channel", in relation to VHF radiotelephone communication, means any radiotelephone channel in the VHF band provided for in the Radio Regulations and specified as such in column 1 of the First Schedule;

"VHF sector" means any VHF sector the boundaries of which are delineated in the Second Schedule. (L.N. 408 of 1994)

#### REGULATION 4

Application VerDate:02/01/2007

(1) This Part, other than regulation 6A, applies to-

- (a) a vessel of over 300 gross tonnage;
- (b) a vessel of 300 gross tonnage or less and which is the subject of a direction given by the Director under section 16 of the Ordinance;

(24 of 2005 s. 55)

- (c) a vessel of 300 gross tonnage or less and which is the subject of a requirement made by the Director or an authorized officer at the vessel traffic centre to participate in the vessel traffic service. (24 of 2005 s. 55)

(2) Subject to paragraph (3), regulation 6A applies to any vessel, whatever its tonnage, other than the following vessels- (24 of 2005 s. 55)

(a) (Repealed 24 of 2005 s. 55)

(b) a ferry vessel within the meaning of regulation 2 of the Shipping and Port Control (Ferry Terminals) Regulations (Cap 313 sub. leg.).

(3) Regulation 6A applies to a vessel referred to in paragraph

(2)(b) if it is the subject of a direction given by the Director under section 16 of the Ordinance. (L.N. 117 of 2002; 24 of 2005 s. 55)

#### REGULATION 5

Possession of radiotelephone equipment VerDate:30/06/1997

(1) Every vessel shall have on board radiotelephone equipment that is capable of operation in the VHF band on the channels specified in the First Schedule. (L.N. 408 of 1994)

(2) The radiotelephone equipment shall at all times be maintained in good working condition and shall be available for operation on the navigational bridge of a vessel.

#### REGULATION 6

Radiotelephone communication VerDate:16/06/2000

(1) Any VHF radiotelephone communication required to be made under this Part shall, so far as practicable, be communicated in accordance with the Radio Regulations.

(2) Any VHF radiotelephone communication made by the master of a vessel shall be communicated to the vessel traffic centre and identified by the call sign "MARDEP" or "MARDEP, HONG KONG".

(3) Any VHF radiotelephone communication made by the master of a vessel within any VHF sector described in column 2 of the First Schedule shall be communicated on the VHF channel specified opposite thereto in column 1 of that Schedule.

(4) No intership VHF radiotelephone communication shall be made by any person in the waters of Hong Kong except in accordance with section 10 of the Telecommunications Ordinance (Cap 106). (36 of 2000 s. 28)  
(L.N. 408 of 1994)

#### REGULATION 6A

Pre-arrival notification or report for permission to enter the waters of Hong Kong VerDate:02/01/2007

(1) Subject to paragraph (2), the owner or his local agent or the master of a vessel to which this regulation applies shall- (24 of 2005 s. 45)

(a) not less than 24 hours before the intended entry of that vessel into the waters of Hong Kong from sea or river trade waters, as the case may be; or

(b) where that vessel leaves its last port of call less than 24 hours before that intended entry immediately after so leaving, apply to the Director for permission for that vessel to enter the waters

of Hong Kong by notification and provide the information specified in the Sixteenth Schedule in that notification.

(2) Where the owner, agent or master of the vessel is unable to comply with paragraph (1) by means of notification because of the proximity of that vessel's last port of call to the waters of Hong Kong, the master of that vessel shall, immediately after the vessel leaves that last port of call on a course to enter those waters, report the information specified in the Sixteenth Schedule to the vessel traffic centre on the VHF channel appropriate to the VHF sector into which that vessel is to enter those waters, and apply for permission to so enter those waters.

(3) The Director may, on receiving an application under this regulation, grant the person making the application, permission for the vessel to enter the waters of Hong Kong and provide that person with such information, or give that person such directions (including directions under section 16 of the Ordinance) or instructions, as the case may be, as the Director thinks fit, or the Director may refuse to grant that person such permission.

(4) In complying with paragraph (1) or (2), a master of a vessel shall be deemed to have complied with section 10E of the Pilotage Ordinance (Cap 84).  
(L.N. 408 of 1994)

#### REGULATION 7

Initial report VerDate:30/06/1997

Where permission to enter the waters of Hong Kong has been granted under regulation 6A(3), the master of a vessel in respect of that permission whose vessel is on a course to enter those waters from sea or river trade waters, as the case may be, shall, when that vessel is in the vicinity of the seaward limits of the vessel traffic service coverage, report the following information to the vessel traffic centre on the VHF channel appropriate to the VHF sector into which that vessel is to enter those waters-

- (a) the name of the vessel;
- (b) the call sign of that vessel;
- (c) the national colours of that vessel;
- (d) any material changes to information (if any) provided in accordance with regulation 6A;
- (e) the present location of that vessel; and
- (f) any other information as may be required by the vessel traffic centre.

(L.N. 408 of 1994)

#### REGULATION 8

Pilot report VerDate:30/06/1997

When a vessel embarks or disembarks a pilot, as the case may be, the master of the vessel shall report that embarkation or disembarkation to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong, and shall give the time of that embarkation or disembarkation and the location of the vessel in those waters.

(L.N. 408 of 1994)

#### REGULATION 8A

Arrival report VerDate:30/06/1997

When a vessel arrives in the waters of Hong Kong, the master of the vessel shall report that arrival to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in those waters, and shall give the time of that arrival and the berth or other location of the vessel.

(L.N. 408 of 1994)

#### REGULATION 8B

Pre-move report VerDate:30/06/1997

When the master of a vessel intends to move the vessel within the waters of Hong Kong, he shall, not less than 15 minutes, nor more than 30 minutes, prior to the commencement of the movement, report the intended movement of that vessel to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in those waters, and provide the following information-

- (a) the name of the vessel;
- (b) the call sign of that vessel;
- (c) the present berth or other location of that vessel;
- (d) the intended berth or other location of that vessel;
- (e) the expected time of commencement of the movement of that vessel from the present berth or other location of that vessel reported under paragraph (c);
- (f) any special condition of that vessel; and
- (g) any other relevant information, including the intention of the master of that vessel to undertake a seatrial during the movement.(L.N. 408 of 1994)

#### REGULATION 8C

Ready to move report VerDate:30/06/1997

When a vessel the subject of a pre-move report under regulation 8B is ready in all respects for the intended movement of the vessel, the master of that vessel shall, prior to the vessel getting underway, report the vessel's readiness to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong, and request permission to commence the intended movement of the vessel.

(L.N. 408 of 1994)

#### REGULATION 8D

Move underway report VerDate:30/06/1997

When a vessel the subject of a ready to move report under regulation 8C gets underway in respect of an intended movement of the vessel in accordance with a permission granted under that regulation, the master of that vessel shall report the commencement of the movement of that vessel to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong.(L.N. 408 of 1994)

#### REGULATION 8E

Move finished report VerDate:30/06/1997

When a vessel the subject of a move underway report under regulation 8D ceases to be underway at the intended berth or other location reported under regulation 8B(d), the master of that vessel shall report the cessation of the movement of that vessel to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong, and give the time of that cessation and the berth or other location of the vessel.  
(L.N. 408 of 1994)

#### REGULATION 8F

Pre-departure report VerDate:30/06/1997

When a vessel is to depart from the waters of Hong Kong, the master of the vessel shall, not less than 15 minutes, nor more than 30 minutes, prior to the commencement of the departure, report the intended departure of that vessel to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in those waters, and provide the following information-

- (a) the name of the vessel;
- (b) the call sign of that vessel;
- (c) the present berth or other location of that vessel;
- (d) the number of the port clearance obtained under section 15 of the Ordinance;
- (e) the expected time of departure from the present berth or other location of that vessel reported under paragraph (c);
- (f) any special condition of that vessel; and
- (g) any other relevant information, including the intention of the master of that vessel to undertake a seatrial prior to the departure.(L.N. 408 of 1994)

#### REGULATION 8G

Ready to depart report VerDate:30/06/1997

When a vessel the subject of a pre-departure report under regulation 8F is ready in all respects for the intended departure of the vessel, the master of that vessel shall, prior to the vessel getting underway, report the vessel's readiness to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong, and request permission to commence the intended departure of the vessel.  
(L.N. 408 of 1994)

#### REGULATION 8H

Departure underway report VerDate:30/06/1997

When a vessel the subject of a ready to depart report under regulation 8G gets underway in respect of the intended departure of the vessel in accordance with a permission granted under that regulation, the master of that vessel shall report the commencement of the departure to the vessel traffic centre on the

VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong.  
(L.N. 408 of 1994)

#### REGULATION 8I

Delay reports VerDate:30/06/1997

If for any reason, at any time subsequent to the making of a pre-move report under regulation 8B or a pre-departure report under regulation 8F, the move or departure, as the case may be, to which that report refers is delayed, the master shall report such delay to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong.  
(L.N. 408 of 1994)

#### REGULATION 8J

Special reports VerDate:30/06/1997

(1)Where an oral report is not made to the Director in respect of any occurrence under section 67(1) of the Ordinance, the master of the vessel shall report that occurrence to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong.

(2)When a vessel which is underway within the waters of Hong Kong becomes a vessel not under command within the meaning of Rule 3(f) of Part A of the Schedule to the Merchant Shipping (Safety) (Signals of Distress and Prevention of Collisions) Regulations (Cap. 369 sub. leg.), the master of that vessel shall report that condition to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in those waters.

(3)When a vessel the subject of a report under paragraph (2) ceases to be a vessel not under command, the master of that vessel shall report that condition to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong.

(4)When a vessel which is underway in the waters of Hong Kong encounters any incident involving dangerous goods, the master of that vessel shall report the incident to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in those waters.  
(L.N. 408 of 1994)

#### REGULATION 9

Language of reports and vocabulary of communications VerDate:30/06/1997

(1)Except where the vessel traffic centre permits the use of any other language, all reports shall be made in the English or the Chinese language. (L.N. 408 of 1994; 80 of 1997 s. 128)

(2)Any report in accordance with paragraph (1) shall, so far as practicable, make use of the terms, phrases and expressions contained in the standard marine navigation vocabulary. (L.N. 408 of 1994)

#### REGULATION 10

Reference to time VerDate:30/06/1997

Where reference to time is made in any report, or in any communication from the vessel traffic centre, the time shall be specified in-

- (a) Hong Kong Time; and
  - (b) the 24-hour clock system.
- (L.N. 408 of 1994)

#### REGULATION 11

Listening watch on radiotelephone VerDate:30/06/1997

(1) Subject to paragraph (2), the master of every vessel that is within the waters of Hong Kong shall maintain continuous listening watch on the radiotelephone on board the vessel on the VHF channel appropriate to the VHF sector in which the vessel is presently located in those waters.

(2) Paragraph (1) shall not apply when-

- (a) transmission by the master of the vessel on that channel is in progress;
- (b) permission is granted by the vessel traffic centre to the master of the vessel to transmit on another channel, in which event the listening watch on the radiotelephone shall be maintained continuously on that other channel, except when transmission by the master of the vessel on that other channel is in progress; or
- (c) permission is granted by the vessel traffic centre to the master of a vessel to suspend the listening watch on the radiotelephone. (L.N. 408 of 1994)

#### REGULATION 12

Directions from vessel traffic centre VerDate:30/06/1997

(1) Where in the opinion of an authorized officer at the vessel traffic centre there exists in the waters of Hong Kong any of the conditions specified in paragraph (2), he may give directions to the master of any vessel specifying the time when and the place where the vessel shall (L.N. 408 of 1994)

- (a) enter;
  - (b) move within or through; or
  - (c) depart from, the waters of Hong Kong,
- (2) For the purposes of paragraph (1), the conditions are-
- (a) vessel traffic congestion;
  - (b) adverse weather;
  - (c) reduced visibility; or
  - (d) other hazardous conditions.
- (L.N. 408 of 1994)

#### REGULATION 12A

Observation report VerDate:30/06/1997

The master of a vessel within the waters of Hong Kong shall-

(a) if he observes any circumstances adversely affecting, or likely to adversely affect, any other vessel or aid to navigation within those waters; or

(b) if he becomes aware of the existence within those waters of any conditions concerning-

(i) danger to navigation;

(ii) adverse weather;

(iii) reduced visibility;

(iv) serious pollution; or

(v) other adverse phenomenon, report those circumstances or conditions, as the case may be, to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in those waters.

(L.N. 408 of 1994)

#### REGULATION 12B

Calling-in point report VerDate:30/06/1997

When a vessel is in the vicinity of any calling-in point specified in the Tenth Schedule, the master of that vessel shall report the identity of that calling-in point, and the position of the vessel in relation thereto, to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong.

(L.N. 408 of 1994)

#### REGULATION 13

Authorization to deviate from this Part VerDate:30/06/1997

(1) An authorized officer at the vessel traffic centre may upon request from a master of a vessel grant permission to the master to deviate from any provision of or direction given under this Part and shall specify the manner in which such deviation may be made. (L.N. 408 of 1994)

(2) A master shall, in making a request under paragraph (1), state the manner in which he wishes to deviate from any particular provision of or direction given under this Part and the need for doing so.

(3) The granting of permission under paragraph (1) shall not diminish or in any way affect the responsibility of the master to whom the permission is granted in relation to his vessel, persons on board, its cargo or any other person or property.

#### REGULATION 14

Deviation from this Part in emergencies VerDate:30/06/1997

(1) A master of a vessel may, in any emergency affecting the safety of life or property, deviate from any provision of or direction given under this Part, or any permission granted under regulation 13, to the extent necessary to avoid endangering persons, property or the environment.

(2)Where a master deviates from any provision of or direction given under this Part, or is unable, for whatever reason, to comply with any permission granted under regulation 13, he shall report that deviation or non-compliance, as the case may be, to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in the waters of Hong Kong.  
(L.N. 408 of 1994)

#### REGULATION 14A

Advice from the vessel traffic centre VerDate:30/06/1997

If at any time an authorized officer at the vessel traffic centre communicates to the master of a vessel within the waters of Hong Kong advice in respect of circumstances or conditions relating to, or likely to relate to, the vessel, the master of that vessel shall report his intentions in respect of that advice to the vessel traffic centre on the VHF channel appropriate to the VHF sector in which the vessel is presently located in those waters.

(L.N. 408 of 1994)

#### REGULATION 15

Failure of radiotelephone equipment VerDate:30/06/1997

(1)If for any reason it is not possible to operate the radiotelephone equipment carried on board a vessel, the master shall at the earliest practicable time restore it or cause it to be restored to effective operating condition.

(2)During the time it is not possible to operate the radiotelephone equipment carried on board a vessel-

(a) compliance with regulation 11 shall not be required; and

(b) compliance with regulations 7, 8, 8A, 8B, 8C, 8D, 8E, 8F, 8G, 8H, 8I, 12A, 12B and 14A shall not be required unless the required report can be made by telephone or by any other means.

(3) A master shall as soon as practicable inform the Director or the vessel traffic centre-

(a) if it is not possible to operate the radiotelephone equipment carried on board the vessel; and

(b) when such radiotelephone equipment is restored to effective operating condition.

(L.N. 408 of 1994)

#### REGULATION 16

Penalties VerDate:30/06/1997

(1)If without reasonable excuse regulation 5 or 6A is contravened, the owner and the master of the vessel commit an offence and each of them is liable to a fine of \$40000.

(2) If without reasonable excuse regulation 8, 8A, 8B, 8C, 8D, 8E, 8F, 8G, 8H, 8I, 9, 10, 12B, 14A or 15 is contravened, the master of the vessel commits an offence and is liable to a fine of \$10000.

(3)If without reasonable excuse a master contravenes regulation 6, 7, 8J, 11, 12A or 14(2) he commits an offence and is liable to a fine of \$20000.

(4) If without reasonable excuse a master fails to comply with any direction given to him under regulation 12 or any permission granted under regulation 13 he commits an offence and is liable to a fine of \$10000.  
(L.N. 408 of 1994)

REGULATION 17  
(Repealed L.N. 355 of 1990) VerDate:30/06/1997

### PART III

### NAVIGATION AND CONTROL OF VESSELS

REGULATION 18  
(Repealed L.N. 134 of 1989) VerDate:30/06/1997

REGULATION 19  
Speed of vessels VerDate:02/01/2007

(1) Without prejudice to paragraph (2), no high speed craft shall, when underway in the waters of Hong Kong between half an hour after sunset and half an hour before sunrise, proceed at a speed exceeding the maximum permitted speed provided in paragraph 1 of the Fourth Schedule, except with the permission in writing from the Director. (L.N. 51 of 1992)

(2) Every vessel underway in the waters of Hong Kong shall proceed with caution and, unless the Director otherwise permits, at a speed not exceeding the maximum permitted speed provided in paragraph 2 of the Fourth Schedule.

(3) Without prejudice to paragraphs (1) and (2), no vessel shall, when underway in any restricted zone specified in the Eighteenth Schedule, between the hours of 8 a.m. and 12 midnight, on any Saturday or public holiday or on any day during the period from 1 July to 15 September (both dates inclusive) in any year, proceed at a speed exceeding the maximum permitted speed provided in paragraph 3 of the Fourth Schedule. (L.N. 107 of 2000)

(4) Without prejudice to paragraphs (1) and (2), no vessel shall, when underway in the entrance to or within a typhoon shelter specified in the Merchant Shipping (Local Vessels) (Typhoon Shelters) regulation (Cap 548 sub. leg. E), proceed at a speed exceeding the maximum permitted speed provided in paragraph 4 of the Fourth Schedule. (L.N. 107 of 2000; 24 of 2005 s. 55)

(5) If without reasonable excuse, paragraph (1), (2), (3) or (4) is contravened, the master of the vessel commits an offence and is liable in the case of a contravention of-

- (a) paragraph (1) or (2), to a fine at level 3 and to imprisonment for 6 months;
- (b) paragraph (3), to a fine at level 1;
- (c) paragraph (4), to a fine at level 2. (L.N. 107 of 2000)

(6) In this regulation, "high speed craft" (é«~é€Ÿé¹) has the meaning assigned to it by the Merchant Shipping (Safety) (High Speed Craft) Regulation (Cap 369 sub. leg. AW). (L.N. 107 of 2000)

(L.N. 107 of 2000)

## REGULATION 20

Stopping of vessels VerDate:30/06/1997

(1) Any vessel underway to which the international code signal "L" is made by flag, sound or flashing lamp from a marine, police, immigration or customs and excise department launch or a signal station, or to which any signal prescribed in regulation 35 is exhibited from a police launch, shall stop until authorized to proceed.

(2) Any vessel not underway to which the international code signal "L" is made in the manner specified in paragraph (1), or to which any signal prescribed in regulation 35 is exhibited from a police launch, shall not move from its position until authorized to do so.

(3) If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$5000 and to imprisonment for 6 months.

## REGULATION 21

Restriction on embarkation or disembarkation of pilots VerDate:30/06/1997

(1) No vessel shall when entering Victoria port embark, or when leaving it disembark, a pilot outside the port within a distance of one nautical mile from the centre of the Lei Yue Mun Pass or Sulphur Channel.

(2) If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$5000.

## REGULATION 22

Report of arrival of ship VerDate:01/07/1997

Adaptation amendments retroactively made - see 64 of 1999 s. 3

(1) Subject to paragraphs (3) and (4), when a ship arrives (within the meaning of Part II) in the waters of Hong Kong, the owner of the ship, or if the owner is not in Hong Kong his agent, shall within 24 hours after such arrival-

- (a) report at the office of the Director the arrival of the ship;
- and
- (b) deposit at the office of the Director-
    - (i) the ship's clearance from the last port of call;
    - (ii) if cargo is to be discharged or transhipped, a copy of the manifest of such cargo;
    - (iii) a list of the passengers on board (if any);
    - (iv) a list of crew; and
    - (v) such other documents as the Director may require; and
  - (c) in the case of a ship belonging to a nation not having a consular officer in Hong Kong- (64 of 1999 s. 3)
    - (i) produce at the office of the Director the certificate of registry of the ship;

(ii) deposit at the office of the Director the ship's articles.

(2)(Repealed L.N. 408 of 1994)

(3)If the owner of a ship or his agent is not in Hong Kong, paragraph (1) shall be complied with by the master of the ship.

(4)Paragraph (1) shall not apply to any ship for the time being used by the Hong Kong Government, or to any warship or ship for the time being used by Her Majesty's Government or the Government of any State for other than commercial purposes.

(5)Any owner, agent or master who without reasonable excuse contravenes this regulation commits an offence and is liable to a fine of \$10000.

(L.N. 408 of 1994)

#### REGULATION 22A

Change of ownership or agency VerDate:30/06/1997

(1)Subject to paragraph (3), where the owner of a ship referred to in regulation 22 or his agent has complied with that regulation but, following such compliance, ceases to be the owner or agent, as the case may be, whilst the ship is within the waters of Hong Kong, he shall inform the Director to that effect by notification.

(2)Any person who becomes the owner of the ship referred to in regulation 22 or his agent, as the case may be, whilst the ship is in the waters of Hong Kong, shall inform the Director to that effect by notification.

(3)Where the owner of the ship or his agent is not in Hong Kong, paragraphs (1) and (2) shall be complied with by the master of the ship.

(4)Any owner, agent or master who without reasonable excuse contravenes this regulation commits an offence and is liable to a fine of \$10000.

(5)In this regulation-

"notification" has the same meaning as in Part II;

"owner", "agent" or "master" includes any subsequent owner, agent or master.

(L.N. 408 of 1994)

#### REGULATION 23

Entry into restricted areas, etc. VerDate:02/01/2007

(1)-(4) (Repealed L.N. 228 of 1997)

(5)No vessel shall enter and remain in an area of any cable reserve specified in the Sixth Schedule except for the purpose of-

(a) laying or repairing a submarine cable or pipeline; or

(b) berthing at any pier within any such area.

(6)Except with the permission of the Director, no vessel shall enter any area within-

- (a) (Repealed L.N. 228 of 1997)
- (b) 100 metres from the low water mark on Green Island;
- (c) the Ngong Shuen Chau Barracks area specified in paragraph 16 of the Fifth Schedule; or (L.N. 140 of 2000)
- (d) 100 metres from the low water mark on Waglan Island. (L.N. 96 of 1990)

(6A) Except with the permission of the Director, no vessel shall enter or pass through the Hong Kong International Airport Approach Area No. 1, 2, 3 or 4 specified in paragraphs 5, 6, 7 and 8 respectively of the Fifth Schedule. (L.N. 228 of 1997; 24 of 2005 s. 46)

(6B) Except with the permission of the Director, no vessel which has a height exceeding 15 metres above sea level shall enter or pass through the Hong Kong International Airport Approach Area No. 5 or 6 specified in paragraphs 9 and 10 respectively of the Fifth Schedule. (L.N. 228 of 1997; 24 of 2005 s. 46)

(6C) Except with the permission of the Director, no vessel which has a height exceeding 30 metres above sea level shall enter or pass through the Hong Kong International Airport Approach Area No. 7 or 8 specified in paragraphs 11 and 12 respectively of the Fifth Schedule. (L.N. 228 of 1997; 24 of 2005 s. 46)

(6D) Except with the permission of the Director, no vessel which has an overall length exceeding 10 metres shall enter the Kap Shui Mun Special Area specified in paragraph 18 of the Fifth Schedule-

(a) by crossing over the south-eastern boundary of the Special Area specified in paragraph 19 of the Fifth Schedule; or

(b) by crossing over the north-eastern boundary of the Special Area specified in paragraph 20 of the Fifth Schedule. (L.N. 117 of 2002)

(7) If without reasonable excuse this regulation is contravened-

(a) in the case of a vessel not being towed, the master of the vessel commits an offence;

(b) in the case of a vessel being towed, the master of the vessel and the masters of the tugs or other vessels towing the vessel commit an offence, and is, or each of them is, as the case may be, liable to a fine at level 3 and to imprisonment for 6 months. (L.N. 228 of 1997)

#### REGULATION 23A

Supplementary provisions on entry into restricted areas, etc. VerDate: 14/07/1997

(1) Except with the permission of the Director, no vessel which has a height exceeding that specified in paragraph 3(a) of the Fifth Schedule shall- (L.N. 228 of 1997)

(a) in the case of a vessel being towed, enter, berth or unberth within the Tsing Tsuen and Tsing Yi Bridges Area specified in paragraph 3(b) of that Schedule unless the vessel is being towed by such number of tugs or other vessels as may reasonably be required to ensure the safety of the vessel having regard to the circumstances pertaining thereto; or

(b) without prejudice to subparagraph (a), and whether or not the vessel is being towed, approach so near any bridge within the area referred to in that subparagraph as to prejudice the safety of the bridge.

(2) Except with the permission of the Director, no vessel which has a height exceeding that specified in paragraph 4(a) of the Fifth Schedule shall- (L.N. 228 of 1997)

(a) in the case of a vessel being towed, enter, berth or unberth within the Ap Lei Chau Bridge Area specified in paragraph 4(b) of that Schedule unless the vessel is being towed by such number of tugs or other vessels as may reasonably be required to ensure the safety of the vessel having regard to the circumstances pertaining thereto; or

(b) without prejudice to subparagraph (a), and whether or not the vessel is being towed, approach so near any bridge within the area referred to in that subparagraph as to prejudice the safety of the bridge.

(3) If without reasonable excuse paragraph (1)(a) or (2)(a) is contravened, the master of the vessel and the masters of the tugs or other vessels towing the vessel commit an offence and each of them is liable to a fine of \$10000 and to imprisonment for 6 months.

(4) If without reasonable excuse paragraph (1)(b) or (2)(b) is contravened-

(a) in the case of a vessel not being towed, the master of the vessel commits an offence;

(b) in the case of a vessel being towed, the master of the vessel and the masters of the tugs or other vessels towing the vessel commit an offence, and is, or each of them is, as the case may be, liable to a fine of \$10000 and to imprisonment for 6 months.

(5) Without prejudice to paragraph (1)(b) or (2)(b), if a vessel is involved in a collision with any bridge within an area referred to in paragraph (1)(a) or (2)(a), as the case may be-

(a) in the case of a vessel not being towed, the master and the owner of the vessel and any agent of the owner;

(b) in the case of a vessel being towed-

(i) the master and the owner of the vessel and any agent of the owner; and

(ii) the masters and the owners of the tugs or other vessels towing the vessel and any agents of the owners, commit an offence and each of them is liable to a fine of \$50000 and to imprisonment for 6 months.

(6) It shall be a defence to a charge against a master, owner or agent under paragraph (5)(a) or (b) if he proves to the satisfaction of the magistrate or court that he could not reasonably have prevented the collision concerned or that all reasonable steps had been taken by him or another person to prevent such collision.

(L.N. 309 of 1993)

## REGULATION 23B

Additional supplementary provisions on entry into restricted areas, etc. VerDate:14/07/1997

(1) Except with the permission of the Director, no vessel which has a height exceeding that specified in paragraph 13(a) of the Fifth Schedule shall enter or pass through the Tung Chung Bridges Area specified in paragraph 13(b) of that Schedule.

(2) Except with the permission of the Director, no vessel which has a height exceeding that specified in paragraph 14(a) of the Fifth Schedule shall enter or pass through the Kap Shui Mun Bridge Area specified in paragraph 14(b) of that Schedule.

(3) Except with the permission of the Director, no vessel which has a height exceeding that specified in paragraph 15(a) of the Fifth Schedule shall enter or pass through the Tsing Ma Bridge Area specified in paragraph 15(b) of that Schedule.

(4) If without reasonable excuse this regulation is contravened-

(a) in the case of a vessel not being towed, the master of the vessel commits an offence;

(b) in the case of a vessel being towed, the master of the vessel and the masters of the tugs or other vessels towing the vessel commit an offence, and is, or each of them is, as the case may be, liable to a fine at level 3 and to imprisonment for 6 months.

(5) Without prejudice to paragraph (1), (2) or (3), if a vessel is involved in a collision with any bridge within an area referred to in paragraph (1), (2) or (3), as the case may be-

(a) in the case of a vessel not being towed, the master and the owner of the vessel and any agent of the owner;

(b) in the case of a vessel being towed-

(i) the master and the owner of the vessel and any agent of the owner; and

(ii) the masters and the owners of the tugs or other vessels towing the vessel and any agents of the owners, commit an offence and each of them is liable to a fine at level 5 and to a imprisonment for 6 months.

(6) It shall be a defence to a charge against a master, owner or agent under paragraph 5(a) or (b) if he proves to the satisfaction of the magistrate or court that he could not reasonably have prevented the collision concerned or that all reasonable steps had been taken by him or another person to prevent such collision.

(L.N. 228 of 1997)

#### REGULATION 24

Navigation near the Ngong Shuen Chau Naval Basin VerDate:02/01/2007

(1) Except with the permission of the Hong Kong Garrison, no vessel shall enter or navigate within the Ngong Shuen Chau Naval Basin area specified in paragraph 17 of the Fifth Schedule. (L.N. 140 of 2000; 24 of 2005 s. 47)

(2)-(3) (Repealed L.N. 140 of 2000)

(4) If without reasonable excuse this regulation is contravened

(a) in the case of a vessel not being towed, the master of the vessel commits an offence; or

(b) in the case of a vessel being towed, the master of the vessel and the master of any other vessel towing the vessel commit an offence, and is or each of them is (as the case may be) liable to a fine at level

1. (24 of 2005 s. 47)

## REGULATION 25

Embarkation and loading, etc. VerDate:02/01/2007

(1) Except with the written permission of the Director, no person shall be embarked or disembarked, and no cargo shall be loaded, unloaded or transhipped, onto or from a vessel at any place within the waters of Hong Kong other than in-

- (a) a port; or
- (b) a special anchorage.

(2) (Repealed 43 of 1999 s. 91)

(3) If without reasonable excuse paragraph (1) is contravened, the master of the vessel commits an offence and is liable to a fine of \$20000 and to imprisonment for 1 year.

## REGULATION 25A

Conducting seatrials VerDate:02/01/2007

(1) Except with the permission of the Director, no vessel shall conduct a seatrial within the waters of Hong Kong.

(2) (Repealed 43 of 1999 s. 91)

(3) If without reasonable excuse paragraph (1) is contravened, the owner and the master of the vessel commit an offence and each of them is liable to a fine of \$10000.

(L.N. 408 of 1994)

## REGULATION 26

Manning of ships VerDate:30/06/1997

(1) A ship shall, while within the waters of Hong Kong, have on board at all times such number of crew as is, in the opinion of the Director, qualified and capable of carrying out all duties which may reasonably be required to ensure the safety of the ship having regard to the circumstances pertaining thereto.

(2) If this regulation is contravened, the owner and the master of the ship commit an offence and each of them is liable to a fine of \$20000.

## REGULATION 27

Obtaining of port clearance VerDate:30/06/1997

(1) A master who is required to have port clearance in respect of his vessel under section 15 of the Ordinance and who intends to proceed to sea shall apply to the Director for a port clearance before his intended departure and shall state the time of departure.

(2) The Director shall, unless he has reason to refuse port clearance, grant port clearance on application made under paragraph (1) and return the ship's papers to the master.

(3) Before a port clearance is granted under paragraph (2), the master shall, if required to do so by the Director, inform the Director of the nature of the intended voyage, the number of passengers (if any)

and the general description of the cargo on board the vessel, and provide such other information as the Director may require.

(4) A port clearance granted under paragraph (2) shall cease to be valid if the vessel does not proceed to sea within 72 hours after the grant of the port clearance. (L.N. 302 of 1991)

#### REGULATION 28

Failure to depart on obtaining port clearance VerDate:30/06/1997

(1) If a master after having obtained port clearance under regulation 27 does not proceed to sea within 72 hours thereafter, he shall report forthwith to the Director the reason for not proceeding to sea and shall, if so required by the Director, deposit the ship's papers with the Director. (L.N. 302 of 1991)

(2) Any master who without reasonable excuse contravenes this regulation commits an offence and is liable to a fine of \$5000.

#### REGULATION 29

Notification regarding dead ships VerDate:30/06/1997

(1) Where a dead ship is expected to arrive in the waters of Hong Kong, the owner or his agent or the master thereof shall notify the Director of such expected arrival not less than 24 hours before the arrival of the dead ship, or, if that is not practicable, as early as practicable before the arrival of the dead ship.

(2) Subject to paragraph (5), the owner or his agent or the master of a ship shall without delay notify the Director if the ship becomes a dead ship after its arrival within the waters of Hong Kong.

(3) Subject to paragraph (5), the owner or his agent or the master of a dead ship which is within the waters of Hong Kong shall without delay notify the Director after the dead ship ceases to be a dead ship.

(4) A notification required to be given to the Director under this regulation shall initially be given over a telephone or by means of a radio or radiotelephone transmission and shall then be confirmed in writing by the owner, agent or master within 24 hours after such initial notification.

(5)(a) Paragraph (2) shall not apply where permission to carry out maintenance or repair work is obtained under section 18(3) of the Ordinance.

(b) Paragraphs (2) and (3) shall not apply to any dead ship to which section 18(2) and (3) of the Ordinance does not apply.

(6) Any owner, agent or master who without reasonable excuse contravenes this regulation commits an offence and is liable to a fine of \$5000.

#### REGULATION 30

Information regarding dead ships VerDate:30/06/1997

(1) An owner, agent or master shall give to the Director such information as the Director may require in respect of a dead ship or a ship which is to become a dead ship.

(2) The information which the Director may require under paragraph

(1) shall be such as he may reasonably require for the exercise of his powers in relation to the proper control of dead ships.

(3) Any information required under paragraph (1) which is given over a telephone or by means of a radio or radiotelephone transmission shall, if so required by the Director, be given in writing by the owner, agent or master within 24 hours after such requirement.

#### REGULATION 31

Notification regarding laid-up vessels VerDate:30/06/1997

(1) Where a vessel, which to the knowledge of the owner or his agent or the master thereof will become a laid-up vessel whilst within the waters of Hong Kong, is expected to arrive in such waters, the owner, agent or master shall notify the Director of such expected arrival not less than 24 hours before the arrival of the vessel, or, if that is not practicable, as early as practicable before the arrival of the vessel.

(2) The owner or his agent or the master of a vessel shall without delay notify the Director if the vessel becomes a laid-up vessel after its arrival within the waters of Hong Kong.

(3) The owner or his agent or the master of a laid-up vessel which is within the waters of Hong Kong shall without delay notify the Director after the laid-up vessel ceases to be a laid-up vessel.

(4) A notification required to be given to the Director under this regulation shall initially be given over a telephone or by means of a radio or radiotelephone transmission and shall then be confirmed in writing by the owner, agent or master within 24 hours after such initial notification.

(5) Any owner, agent or master who without reasonable excuse contravenes this regulation commits an offence and is liable to a fine of \$5000.

#### REGULATION 32

Information regarding laid-up ships VerDate:30/06/1997

(1) An owner, agent or master shall give to the Director such information as the Director may require in respect of a laid-up vessel or a vessel which is to become a laid-up vessel.

(2) The information which the Director may require under paragraph

(1) shall be such as he may reasonably require for the exercise of his powers in relation to the proper control of laid-up vessels.

(3) Any information required under paragraph (1) which is given over a telephone or by means of a radio or radiotelephone transmission shall, if so required by the Director, be given in writing by the owner, agent or master within 24 hours after such requirement.

#### REGULATION 32A

Tanker arrival notice VerDate:30/06/1997

(1) The owner, agent or master of a vessel which is a tanker shall, not less than 24 hours before the intended entry of that vessel into the waters of Hong Kong, inform the Director to that effect by notification and provide the information specified in the Seventeenth Schedule.

(2) Any owner, agent or master who without reasonable excuse contravenes this regulation commits an offence and is liable to a fine of \$10000.  
(L.N. 408 of 1994)

#### REGULATION 33

Identification and display of signals VerDate:02/01/2007

#### PART IV

#### DISPLAY OF SIGNALS AND LIGHTS

(1) Every vessel shall- (43 of 1999 s. 91)

(a) when entering the waters of Hong Kong between sunrise and sunset, hoist her- (L.N. 408 of 1994)

- (i) national colours;
- (ii) house flag (if any); and
- (iii) signal letters;

(b) when entering and leaving any port, hoist her national colours;

(c) when underway in any port between sunrise and sunset, keep her identification flags hoisted and also fly, well clear of the identification flags, the appropriate berthing signal, if any, specified in the Eighth Schedule.

(d) when underway in the waters of Hong Kong between sunset and sunrise, identify herself, if so required by any vessel which makes the international code signal "K";

(e) hoist her signal letters not less than 30 minutes before leaving a berth or anchorage between sunrise and sunset;

(f) hoist a Blue Peter not less than 18 hours before the intended time of proceeding to sea.

(2) (Repealed 43 of 1999 s. 91)

(3) If without reasonable excuse paragraph (1) is contravened, the master of the vessel commits an offence and is liable to a fine of \$5000.

#### REGULATION 34

Display of flags "S" over the code pennant VerDate:30/06/1997

(1) The master of a vessel which has been boarded by an authorized officer pursuant to section 59 of the Ordinance shall if required by such authorized officer hoist the international code flags "S" over the answering pennant.

(2) Where the international code flags "S" over the answering pennant are hoisted under paragraph (1)-

- (a) no person shall board or leave the vessel; and
- (b) no other vessel shall approach within 30 metres of the vessel,

without the permission of the authorized officer.

(3) Any master who fails to comply with a requirement under paragraph (1) commits an offence and is liable to a fine of \$5000.

(4) Any person who contravenes paragraph (2)(a), or the master of any vessel which contravenes paragraph (2)(b), commits an offence and is liable to a fine of \$5000.

#### REGULATION 35

Signals on police launches VerDate:30/06/1997

(1) A police launch shall, for the purposes of regulation 20, exhibit the following signal-

- (a) between sunrise and sunset, a blue flag with one white and two red diagonal stripes; and
- (b) between sunset and sunrise, a blue light.

(2) If any vessel exhibits without authority any signal specified in paragraph (1), the master of the vessel commits an offence and is liable to a fine of \$5000.

#### REGULATION 36

Signals for fire or police assistance VerDate:30/06/1997

Where fire services assistance or police assistance is required on a vessel-

(a) between sunrise and sunset, the international code signal "CB3" shall be hoisted and, in the case of fire, that signal may be supplemented by the international code signal "C B6" "I am on fire";

(b) between sunset and sunrise, 3 all-round lights in a vertical line, the highest and the lowest lights white and the middle red, shall be exhibited and that signal may be supplemented by a "flare up" every minute in the case of fire or "blue lights" in the case of riot or disturbance, and, in either case, a continuous sounding with any fog signal apparatus may, in addition, be adopted.

#### REGULATION 37

Vessels handling explosives or petroleum VerDate:30/06/1997

(1) Without prejudice to anything contained in the Dangerous Goods (Shipping) Regulations (Cap 295 sub.leg. C), a vessel on which explosives are being handled shall-

(a) between sunrise and sunset, fly the international code signal "B" at the fore masthead; and

(b) between sunset and sunrise, exhibit an all-round red light at a height of not less than 6 metres above the uppermost deck, and such light shall be of such intensity as to be visible in clear atmosphere on a dark night at a distance of at least one nautical mile.

(2) Without prejudice to anything contained in the Dangerous Goods (Shipping) Regulations (Cap 295 sub.leg. C), a vessel on which petroleum having a flash point of less than 65.5 degrees Celsius is being handled shall-

(a) between sunrise and sunset, fly a red flag of not less than one metre square with a white circular centre 150 millimetres in diameter at the fore masthead and shall also fly the international code signal "S.U.7."; and

(b) between sunset and sunrise, exhibit an all-round red light at a height of not less than 6 metres above the uppermost deck, and such light shall be of such intensity as to be visible in clear atmosphere on a dark night at a distance of at least one nautical mile.

(3) If this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$5000 and to imprisonment for 6 months.

(4) For the purpose of this regulation, "handle" includes all operations connected with the loading, unloading, discharging, stacking, stowing or restowing.

#### REGULATION 38

Towing signals VerDate:30/06/1997

(1) A vessel which is being towed by tugs in the waters of Hong Kong shall, where radiotelephone equipment is not available for use, use the towing signals specified in the Ninth Schedule to convey directions to the tugs.

(2) If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$5000.

#### REGULATION 39

Lights on junks, etc. VerDate:02/01/2007

(1) Every junk, which is not mechanically propelled, when underway in the waters of Hong Kong at any time between sunset and sunrise shall exhibit-

(a) the lights prescribed for sailing vessels underway in the collision regulations; or (57 of 1990 s. 7)

(b) 2 all-round white lights of such intensity as to be visible in clear atmosphere on a dark night at a distance of at least one nautical mile, one of which shall be placed at the fore masthead and the other at the stern at a height above the uppermost continuous deck of not less than 2 metres.

(2) (Repealed 43 of 1999 s. 91)

(3) If this regulation is contravened, the master of the junk commits an offence and is liable to a fine of \$5000.

#### REGULATION 40

Lighting of piers, etc. VerDate:30/06/1997

(1) An owner or occupier of a pier, whether completed or under construction, shall, unless exempted in writing by the Director, at all times between sunset and sunrise cause a red light to be exhibited within 2 metres of the outer end of the pier and at a height above it of not less than 3 metres nor more than 6 metres, and such red light shall be of such intensity and so constructed as to be visible from seaward in clear atmosphere on a dark night at a distance of at least one nautical mile.

(2) Any owner or occupier of a pier who contravenes paragraph (1) commits an offence and is liable to a fine of \$5000.

REGULATION 41

Anchoring of vessels VerDate:14/07/2008

PART V

ANCHORING, MOORING AND BERTHING OF VESSELS

(1) Subject to paragraph (2), a vessel shall not anchor at any place in a port other than at a place-

(a) set aside by the Director for the anchorage of that particular type, class or description of vessel or for a particular purpose; or

(b) specified by the Director in any particular case.

(2) No vessel shall anchor or lie-

(a) within any principal fairway;

(b) in the direct approaches to the Lei Yue Mun Pass or Sulphur Channel;

(c) in a position which obstructs the approaches or entrances to any principal fairway, typhoon shelter or pier;

(d) in a position which gives a foul berth to any other vessel made fast to a mooring, pier or dock premises;

(e) except with the permission of the Director, within 500 metres of any place or vessel designated as a Government Explosives Depot under section 13A of the Dangerous Goods Ordinance (Cap 295);

(f) except with the permission of the Director, at any place at which anchoring or lying is prohibited by notice posted under any regulation made in relation to the prohibition under section 89 of the Merchant Shipping (Local Vessels) Ordinance (Cap 548); (24 of 2005 s. 48)

(g) if the vessel exceeds an overall length of 100 metres, within the Yau Ma Tei Anchorage except with the permission of the Director;

(h) in an immigration anchorage except for the purpose of compliance with the Immigration Ordinance (Cap 115);

(i) in a quarantine anchorage except for the purpose of compliance with the Prevention and Control of Disease Ordinance (Cap 599); (14 of 2008 s. 18)

(j) in a dangerous goods anchorage except for the purpose of compliance with the Dangerous Goods Ordinance (Cap 295); and

(k) in a naval anchorage except with the permission of the Hong Kong Garrison. (24 of 2005 s. 48)

(3) If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$10000 and to imprisonment for 6 months.

REGULATION 41A

Anchoring of vessels within prohibited anchorage area VerDate:16/08/2005

(1) Except with the permission of the Director, a vessel shall not anchor within the prohibited anchorage area specified in the Nineteenth Schedule.

(2) Paragraph (1) does not apply to-

- (a) a vessel used by the Government in connection with the performance of official duties;
- (b) a vessel used by the Chinese People's Liberation Army in connection with the performance of official duties; or
- (c) a privately owned vessel that is under contract with the Government and that is used in connection with the performance of the Government's official duties.

(3) If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months. (L.N. 141 of 2000)

#### REGULATION 42

Mooring to buoys VerDate:30/06/1997

(1) No vessel shall moor to a buoy unless the buoy is one laid for mooring purposes.

(2) If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$2000.

#### REGULATION 43

Use of Government buoys and moorings VerDate:01/07/1997

(1) Except with the permission of the Director, no vessel shall moor to a Government mooring buoy.

(2) A vessel shall be secured to a Government mooring buoy by her anchor cable.

(3) A vessel which is moored to a Government mooring buoy shall not-

- (a) swing ship for compass adjustment; or
- (b) test main propulsion machinery.

(4) When a tropical cyclone warning signal is announced by the Hong Kong Observatory every vessel (other than a dead ship) which is moored to a Government mooring buoy shall clear anchor and cables and prepare the main propulsion machinery to full power conditions and such vessel shall, if so directed by the Director, leave the mooring buoy. (L.N. 408 of 1994; L.N. 362 of 1997)

(5) If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$10000.

#### REGULATION 44

Berthing of vessels VerDate:02/01/2007

(1) No vessel shall berth at any berth other than at the berth allocated to the vessel by the Director. (43 of 1999 s. 91)

(2)A vessel which is berthed shall not leave the berth unless-

- (a) directed to do so by the Director; or
- (b) permission to do so is obtained from the Director.

(3)(Repealed 43 of 1999 s. 91)

(4)If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$10000 and to a further fine of \$1000 for every hour or part of an hour during which the vessel remains in a berth in contravention of this regulation after the master thereof has been directed by the Director to move from such berth.

#### REGULATION 45

Vessels alongside berthed vessels VerDate:02/01/2007

(1)Save as provided in this regulation or as permitted by the Director, no vessel shall lie alongside any other vessel which is berthed anywhere in a port, other than in a typhoon shelter specified in the Merchant Shipping (Local Vessels) (Typhoon Shelters) Regulation (Cap 548 sub. leg. E). (24 of 2005 s. 55)

(2)An oil bunkering vessel not exceeding 2000 tons net register may lie alongside another vessel for the purpose of bunkering.

(3)(Repealed 43 of 1999 s. 91)

(4)If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$5000.

#### REGULATION 46

Berthing, etc. at Government piers VerDate:30/06/1997

(1)Except with the permission of the Director, no vessel shall lie alongside a Government pier for any purpose other than to enable passengers to embark or disembark (with their luggage, if any) and for any time longer than is reasonably necessary for such embarking or disembarking.

(2)Except with the permission of the Director, no vessel exceeding 35 metres in length shall go alongside any Government pier.

(3)If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$2000.

#### REGULATION 47

Use of piers VerDate:30/06/1997

(1)No vessel shall make fast to any part of a Government or British Forces pier except to the recognized mooring bollards and rings provided thereon as moorings.

(2)No vessel shall lie alongside any pier unless the pier is designed and constructed for the purpose.

(3) If without reasonable excuse this regulation is contravened, the master of the vessel commits an offence and is liable to a fine of \$2000.

#### REGULATION 48

Laying of private moorings VerDate:30/06/1997

(1) No person shall lay a private mooring anywhere in the waters of Hong Kong except in the place specified in the permission granted under section 6 of the Ordinance.

(2) A private mooring laid under paragraph (1) shall not be used by any vessel not owned by or under the control of the owner of the private mooring except with the consent of the owner of the private mooring or by direction of the Director.

(3) Subject to paragraph (4), the fee prescribed in the Thirteenth Schedule shall be paid for the keeping of a private mooring. (L.N. 127 of 1985)

(4) No fee shall be payable in respect of a private mooring if the Director is satisfied that the mooring is used exclusively for warping purposes.

(5) Subject to paragraph (5A), if the owner of a private mooring sells or otherwise transfers the private mooring-

(a) he and the purchaser or transferee shall notify the Director in a form specified by the Director of the name and address of the new owner and shall give such other information as the Director may require; and

(b) the purchaser or transferee shall pay the transfer of ownership fee prescribed in the Thirteenth Schedule, in each case within 14 days after the date of the sale or transfer. (L.N. 127 of 1985)

(5A) Paragraph (5) shall not apply to the sale or transfer of a private mooring by the Director. (L.N. 127 of 1985)

(6) A private mooring and the chains, shackles and other accessories of the mooring shall be of such nature and construction as the Director may direct and the owner of the mooring shall keep and maintain the mooring and its accessories in the approved position and in good condition.

(7) The Director may inspect a private mooring and its accessories and may require the owner of the private mooring-

(a) to carry out any repairs to the mooring or its accessories;

(b) to re-lay or renew the mooring; or

(c) to remove the mooring.

(8) Any person who-

(a) contravenes paragraph (1), (5)(a) or (6); or (L.N. 127 of 1985)

(b) fails to comply with any direction or requirement under paragraph (6) or (7), commits an offence and is liable to a fine of \$5000.

(9) If any vessel uses any private mooring in contravention of paragraph (2), the owner or master of the vessel commits an offence and is liable to a fine of \$300 for each day or part of a day during which the mooring is so used.

(10) Where in respect of a private mooring-

(a) the prescribed fee is not paid under paragraph (3) or (5)(b); or (L.N. 127 of 1985)

(b) an offence is committed under paragraph (8), the Director may, without prejudice to the liability of the owner of the private mooring for the fee or the penalty, as the case may be, remove the private mooring and its accessories or sell the mooring and its accessories.

#### REGULATION 49

Port dues and fees VerDate:30/06/1997

#### PART VI

#### PORT DUES AND FEES

(1) Subject to paragraph (2), the port dues and fees prescribed in the Thirteenth Schedule shall be paid in respect of every vessel which enters the waters of Hong Kong.

(2) No port dues shall be payable under paragraph (1) in respect of-

(a) a vessel underway in transit through the waters of Hong Kong;

(b) a vessel sheltering in the waters of Hong Kong from stress of weather; or

(c) a vessel entering the waters of Hong Kong solely for the purpose of landing a sick or injured person.

#### REGULATION 50

Anchorage dues VerDate:02/01/2007

(1) If the period, or aggregate period, for which a vessel lies at anchor in the waters of Hong Kong on an occasion of entry to those waters exceeds 12 hours, the anchorage dues prescribed in the Thirteenth Schedule shall be paid in respect of the vessel for the time in excess. (L.N. 201 of 2005)

(1A) For the purposes of paragraph (1), a vessel does not lie at anchor in the waters of Hong Kong if it is:

(a) at anchor in a naval anchorage;

(b) secured to a mooring or pier;

(c) secured alongside a shipyard or at a slipway or dry dock; or

(d) secured alongside a vessel which is secured alongside a shipyard. (L.N. 201 of 2005)

(2) No anchorage dues shall be payable under paragraph (1) in respect of any vessel-

(a) (Repealed 43 of 1999 s. 91)

(b) sheltering in the waters of Hong Kong from stress of weather;  
or (L.N. 201 of 2005)

(c) equipped to the Director's satisfaction as a cable ship or salvage vessel and which is based on Hong Kong. (L.N. 201 of 2005)

(d)-(g)(Repealed L.N. 201 of 2005)

#### REGULATION 51

Mooring buoy dues VerDate:30/06/1997

The mooring buoy dues prescribed in the Thirteenth Schedule shall be paid in respect of every Government mooring buoy which is occupied by or reserved for a vessel.

#### REGULATION 52

Fees VerDate:30/06/1997

The fees prescribed in the Thirteenth Schedule shall be payable for certificates, permits and other services specified in that Schedule.

#### REGULATION 53

Tonnage of vessels liable to pay port dues or fees VerDate:30/06/1997

(1) For the purpose of calculating any port dues or fees payable under the Ordinance which are based on the tonnage of a vessel, the Director may require the owner or his agent or the master of the vessel to produce for inspection the register of the vessel.

(2) Where the owner, agent or master fails to comply with any requirement under paragraph (1) or to satisfy the Director as to the true tonnage of a vessel, the Director may cause the vessel to be measured, and such measurement shall be deemed to be the true tonnage of the vessel for the purpose of calculating the port dues or fees.

(3) Any expenses incurred by the Director in measuring a vessel under paragraph (2) shall be recoverable from the owner or his agent or the master of the vessel in the same manner as port dues payable under the Ordinance are recoverable.

(4) An owner or master of a vessel who refuses to allow his vessel to be measured under paragraph (2) or obstructs any person carrying out such measurement shall be guilty of an offence and shall be liable on conviction to a fine of \$5000.

#### REGULATION 54

Issue and production of receipt for port dues and fees VerDate:30/06/1997

(1) The Director shall issue a receipt for any port dues or fees paid under the Ordinance.

(2) The Director may require the production for inspection of any receipt issued under paragraph (1) and may refuse to grant port clearance in respect of a vessel, in respect of which any dues or fees are payable, until such receipt is produced.

## REGULATION 55

Tables of port dues and fees VerDate:30/06/1997

The Director shall cause to be posted at such place as he may determine tables of all port dues and fees prescribed under the Ordinance.

## REGULATION 55A

Interpretation of Part VIA VerDate:02/01/2007

### PART VIA

#### TYPHOON SHELTER

In this Part, “typhoon shelter” means a typhoon shelter specified in the Merchant Shipping (Local Vessels) (Typhoon Shelters) Regulation (Cap 548 sub. leg. E).

(24 of 2005 s. 49)

## REGULATION 55B

Permit to enter and remain in typhoon shelters VerDate:02/01/2007

(1)The Director may, subject to such conditions as he thinks fit, grant a permit in writing permitting any vessel to enter and remain in a typhoon shelter specified in the permit.

(2)The Director may, add to, delete or vary the conditions of a permit if he is satisfied that the vessel is so situated or in such a condition that it:

- (a) endangers the safety of persons, other vessels or property; or
- (b) poses a hazard to the environment.

(24 of 2005 s. 49)

## REGULATION 55C

Use of typhoon shelters VerDate:02/01/2007

Except with the permission of the Director granted under section 55B(1), no vessel shall enter or remain in a typhoon shelter.

(24 of 2005 s. 49)

## REGULATION 55D

Power to remove vessels unlawfully in typhoon shelters VerDate:02/01/2007

(1)If any vessel enters or remains in a typhoon shelter in contravention of regulation 55C, the Director may, subject to paragraphs (2) and (3), take possession of the vessel and remove it from the typhoon shelter or move it from the position in which it is lying.

(2) Subject to paragraph (3), the Director shall give to the owner or his agent or master of a vessel not less than 7 days notice in writing of any proposed exercise of his power under paragraph (1) and the notice shall state the reason therefor.

(3) The Director may exercise his power under paragraph (1):

(a) at any time after notice of the proposed exercise of power is given under paragraph (2), notwithstanding that the period of notice has not expired, if a strong monsoon signal or tropical cyclone warning signal is issued by the Hong Kong Observatory; or

(b) without giving notice, if the owner or his agent or master of the vessel cannot be found or if, in the opinion of the Director, the vessel is abandoned.

(4) If any person on board a vessel obstructs the Director in the exercise of his power under paragraph (1), the Director may evict such person from the vessel.

(5) The Director may use such force as may be reasonably necessary for the exercise of his power under paragraph (1) or for the purposes of paragraph (4).

(24 of 2005 s. 49)

#### REGULATION 55E

Production of permit VerDate:02/01/2007

The Director may require the owner or his agent or master of a vessel to produce any permit granted under regulation 55B in respect of the vessel:

(a) for inspection for the purpose of ensuring compliance with these regulations; or

(b) for amendment of the conditions subject to which the permit is granted.

(24 of 2005 s. 49)

#### REGULATION 55F

Offences VerDate:02/01/2007

(1) Subject to paragraph (2), in the event of:

(a) a contravention of a condition of a permit granted under regulation 55B;

(b) a contravention of regulation 55C; or

(c) a failure to comply with a requirement under regulation 55E, the owner, his agent and the master of the vessel commit an offence and each of them is liable to a fine at level 2.

(2) In a charge for an offence under paragraph (1), it shall be a defence for the person charged to show that he had taken all practicable steps to prevent the commission of the offence.

(3) Any person who obstructs the Director in the exercise of his power under regulation 55D(1) or (4) commits an offence and is liable to a fine at level 2 and to imprisonment for 6 months.

(24 of 2005 s. 49)

## REGULATION 55G

Saving VerDate:02/01/2007

(1)Where a permit granted under regulation 4(1) of the Shipping and Port Control (Typhoon Shelters) Regulations (Cap 313 sub. leg. D) is in force immediately before the commencement of this regulation in respect of a vessel, the permit shall have effect from such commencement\* as if it were a permit granted under regulation 55B, and the other provisions of this Part shall apply accordingly.

(2)Where a permit that has effect by virtue of paragraph (1) has been granted in respect of a specified period, the permit shall remain in force for so much of the period as remains unexpired from the commencement of this regulation.

(24 of 2005 s. 49)

---

\* Commencement date: 2 January 2007.

## REGULATION 56

Discharge and storage of logs and timber VerDate:30/06/1997

### PART VII

#### LOGS AND OTHER TIMBER

(1)Except with the written permission of the Director, no person shall-

(a) load or discharge on or from a vessel logs or other timber onto or from any waterfront or seawall within the boundaries of any port other than within the limits of a privately owned or leased waterfront or seawall;

(b) discharge logs or other timber from a vessel into the waters of Hong Kong other than in a timber storage pound;

(c) store logs or other timber in the waters of Hong Kong other than in a timber storage pound;

(d) tow logs, or permit them to lie afloat or rest on the sea bed, in the waters of Hong Kong other than in a timber storage pound; or

(e) discharge logs or other timber (other than sawn timber) from one vessel to another in the waters of Hong Kong.

(2)Any person who contravenes paragraph (1) commits an offence and is liable to a fine of \$10000 and to imprisonment for 6 months.

(3)The owner or his agent or master of a vessel from which it is intended to discharge logs or other timber (other than sawn timber) into any other vessel within the waters of Hong Kong shall give notice of such intention to the Director, in such form as the Director may specify, not less than 24 hours before the discharge commences.

## REGULATION 57

Towing of logs VerDate:30/06/1997

(1)The owner, or the person in charge, of logs or log rafts which are being towed in the waters of Hong Kong shall exhibit-

(a) between sunrise and sunset, red flags not less than 600 millimetres square at each end of every log or log raft at a height of not less than 2 metres above sea level, and if any log or log raft exceeds 15 metres in length a third similar flag at the middle thereof,

(b) between sunset and sunrise, all-round white lights in place of the flags required under subparagraph (a), and such lights shall be of sufficient intensity so as to be visible in clear atmosphere on a dark night at a distance of at least one nautical mile.

(2)Any person who contravenes paragraph (1) commits an offence and is liable to a fine of \$10000 and to imprisonment for 6 months.

#### REGULATION 58

Approval of timber storage pounds VerDate:30/06/1997

(1)The Director may approve as a timber storage pound any area of the waters of Hong Kong in which logs and other timber may be stored, whether floating or submerged, and in granting such approval he may impose such conditions as he thinks fit.

(2)Any person who fails to comply with any condition imposed under paragraph (1) commits an offence and is liable to a fine of \$10000 and to imprisonment for 6 months.

#### REGULATION 59

Identification marks on logs VerDate:30/06/1997

(1)The owner of logs stored in the waters of Hong Kong shall mark every such log for the purpose of identifying the owner and shall notify the Director in writing of the identification mark used.

(2)Any owner of logs who contravenes paragraph (1) commits an offence and is liable to a fine of \$10000 and to imprisonment for 6 months.

#### REGULATION 60

Removal, etc. of logs and other objects VerDate:01/07/1997

Adaptation amendments retroactively made - see 64 of 1999 s. 3

(1)The Director may give such directions as he thinks fit in respect of the removal, movement or securing of-

(a) a log or other timber which is stranded, floating or submerged in the waters of Hong Kong, other than in a timber storage pound;

(b) any other object which is stranded, floating or submerged in the waters of Hong Kong and which is a hazard to navigation.

(2)A direction under paragraph (1) may be given to the owner or other person who claims that he is entitled to the possession of the log or other timber or object.

(3) If any direction given under paragraph (1) is not complied with by the person to whom the direction is given, he commits an offence and is liable to a fine of \$5000 and to imprisonment for 6 months.

(4) The Director may seize and detain a log or other timber or object referred to in paragraph (1) if-

- (a) a direction given under paragraph (1) is not complied with; or
- (b) after reasonable inquiry he is unable to ascertain the name and address of, or after reasonable attempts fails to contact, the owner or other person entitled to the possession of the log or other timber or object.

(5) For the purposes of seizing a log or other timber or object under paragraph (4), the Director may take any action that is necessary to remove, move or secure the log or other timber or object.

(6) The Director shall publish in the Gazette and in one English language and one Chinese language newspaper circulating in Hong Kong a notice of a seizure effected under paragraph (4) and the notice shall specify-

- (a) the name (if known to the Director) of the person whom the Director believes to be the owner or otherwise entitled to the possession of the log or other timber or object;
- (b) a description of the log or other timber or object and the place at which it was seized;
- (c) a reasonable period within which and the place at which a claim shall be submitted for the release of the log or other timber or object.

(7) If a valid claim to a log or other timber or object seized under paragraph (4) is submitted at any time before a notice is published under paragraph (6) or within the period specified in a notice published under that paragraph, the Director shall, on payment to him of all expenses involved in the seizure and custody thereof, release the log or other timber or object to the claimant.

(8) If the release of a log or other timber or object is not obtained in pursuance of paragraph (7), the Director may sell, or otherwise dispose of in such other manner as he thinks fit, the log or other timber or object, as the case may be, and in the case of sale the proceeds, after deducting all expenses payable under paragraph (7) and any reasonable expense incurred in the sale, shall be paid to the person making a valid claim thereto within 6 months after the date of sale or forfeited to the Government if not claimed within that period. (64 of 1999 s. 3)

#### REGULATION 61

(Repealed L.N. 408 of 1994) VerDate:30/06/1997

### PART VIII

#### MISCELLANEOUS PROVISIONS

#### REGULATION 62

Use of naked lights and oil VerDate:30/06/1997

(1) No naked light shall be used on board any vessel in the waters of Hong Kong.

(2) No oil which gives off an inflammable vapour at less than 48.9 degrees Celsius shall be used to burn in lanterns on any vessel.

(3) Any person who contravenes this regulation commits an offence and is liable to a fine of \$5000.

#### REGULATION 63

Use of lights VerDate:30/06/1997

(1) Subject to paragraph (2), no person shall use a light on or from a vessel in the waters of Hong Kong in a manner that is likely to interfere with the safe operation of any other vessel or any aircraft.

(2) Paragraph (1) does not apply to-

- (a) a public officer in the exercise of his powers or performance of his duty; and
- (b) Her Majesty's forces.

(3) Any person who without reasonable excuse contravenes paragraph

(1) commits an offence and is liable to a fine of \$5000.

#### REGULATION 64

Transport or disposal of things unlawfully obtained, etc VerDate:30/06/1997

(1) Any person who for the purpose of preventing seizure or discovery of any cargo or other thing unlawfully obtained from or carried on a vessel wilfully lets fall or throws such cargo or other thing into the waters of Hong Kong commits an offence.

(2) Any person who-

- (a) conveys in any vessel; or
- (b) in any manner conveys away from a vessel, pier, seawall or waterfront, any cargo or other thing unlawfully obtained from a vessel in the waters of Hong Kong commits an offence.

(3) Any person who commits an offence under this regulation is liable to a fine of \$5000 and to imprisonment for 6 months.

(4) A police officer may take into custody any person who is contravening, or who he has reasonable grounds for believing has contravened, paragraph (1) or (2) and may seize and detain any vessel-

- (a) out of which the cargo or other thing is let fall or thrown;
- (b) in which the cargo or other thing is conveyed; or
- (c) in which such person is found.

#### REGULATION 65

Minor prohibitions VerDate:30/06/1997

(1) No person-

- (a) shall dredge for any purpose in any cable reserve;

(b) shall without the permission of the Director sound a whistle, siren, bell, gong or foghorn on board any vessel in a port except as provided in the collision regulations or these regulations; (57 of 1990 s. 7)

(c) not being a public officer or a member of Her Majesty's forces on duty, shall make fast to or cause to be made fast to a ship underway within the waters of Hong Kong any vessel except with the permission of the master of the ship.

(2) Any person who contravenes this regulation commits an offence and is liable to a fine of \$5000.

#### REGULATION 66

Control over races, etc., in the waters of Hong Kong VerDate:30/06/1997

(1) Except with the permission of the Director, no person shall hold or organize in or upon any part of the waters of Hong Kong any-

(a) race, regatta or similar event in which vessels of any type take part; or

(b) swimming race or similar event, which interferes with, or is likely to interfere with, the navigation of vessels or the safety of any person in or upon such waters.

(2) On the occasion of any race, regatta or similar event referred to in paragraph (1) in or upon any part of the waters of Hong Kong, the Director may prohibit or regulate all traffic upon or in the vicinity of such waters and may give to an organizer of, and persons taking part in, the race, regatta or similar event such directions as he thinks fit for the avoidance of accidents and the safety of persons,

(3) Any person who contravenes paragraph (1) or fails to comply with any prohibition or regulation of traffic, or direction given, under paragraph (2) commits an offence and is liable to a fine of \$2000.

#### REGULATION 66A

Control over fireworks display in the waters of Hong Kong VerDate:30/06/1997

(1) On the occasion of any fireworks display held or organized in or upon any part of the waters of Hong Kong, the Director may prohibit or regulate all traffic upon or in the vicinity of such waters and may give to any person such directions as he thinks fit for the avoidance of accidents and the safety of persons.

(2) Any person who fails to comply with any prohibition or regulation of traffic, or direction given, under paragraph (1) commits an offence and is liable to a fine at level 1.

(L.N. 672 of 1994)

#### REGULATION 66B

(Repealed 24 of 2005 s. 55) VerDate:02/01/2007

#### REGULATION 67

Control over water-skiing and speed of vessels VerDate:01/07/2000

(1) The Director may, by notice in the Gazette and in any other manner he thinks fit, prohibit within any area of the waters of Hong Kong any vessel from-

(a) towing any water ski, aquaplane or other similar object, or any person, or any person riding upon a water ski, aquaplane or other similar object. (L.N. 107 of 2000)

(b) (Repealed L.N. 107 of 2000)

(2)A person in charge of a vessel which is used for the purpose of towing any person, whether or not such person is riding upon a water ski, aquaplane or other similar object, shall be accompanied by another person not below 18 years of age who shall be responsible for communicating to the person in charge any mishap occurring to the person being towed.

(3)Any person in charge of a vessel who contravenes a notice under paragraph (1), or paragraph (2), commits an offence and is liable to a fine of \$2000.

#### REGULATION 68

Control of fishing VerDate:30/06/1997

(1)No person shall fish by purse net, seine net, drift net, trawl, cage trap, hand line or long line in any prohibited fishing area specified in Part I of the Eleventh Schedule.

(2)No person shall in the waters of Hong Kong-

(a) erect or maintain a stake net; or

(b) operate a beach seine net, except under, and in accordance with, a licence granted under paragraph (3).

(3)The Director may, on payment of the fee prescribed in the Thirteenth Schedule, grant to any person an annual licence, or renew an annual licence-

(a) for the erection and maintenance of a stake net; or

(b) for the operation of a beach seine net.

(4)A licensee shall-

(a) not transfer a licence;

(b) not erect or maintain a stake net otherwise than at the place specified in the licence or within 200 metres of an existing stake net without the permission of the owner of that existing stake net;

(c) exhibit on a stake net in a conspicuous position a notice, supplied free of charge by the Director, showing the number of the licence of the stake net;

(d) exhibit on a stake net, between sunset and sunrise, a white light visible in all directions seaward, and such light shall be of such intensity as to be visible in clear atmosphere on a dark night at a distance of at least one nautical mile;

(e) remove at his expense a stake net that is not in use, and if he fails to do so the Director may remove it and recover the cost of removal from the licensee as a civil debt;

(f) comply with any conditions attached to a licence.

(5)Any person who contravenes this regulation commits an offence and is liable to a fine of \$2000.

(6) In this regulation, unless the context otherwise requires-

"beach seine net" means a net not less than 30 metres in length by 1 metre in width, that is shot from a boat and hauled by both ends to the shore;

"stake net" includes-

(a) an inshore net, which means a net attached to poles and worked by a windlass stationed on shore or in less than 6 metres of water;

(b) an offshore net, which means a net attached to poles and worked by a windlass stationed in more than 6 metres of water;

(c) a line of stakes and nets, which means a net or nets attached to a line of stakes driven into the foreshore or sea-bed.

#### REGULATION 69

Control of bright light fishing VerDate:30/06/1997

(1) No person shall within the waters of Hong Kong use bright light on any vessel for the purpose of fishing or attracting fish except in the areas specified in Part II of the Eleventh Schedule and in accordance with paragraphs (2) and (3).

(2) A bright light shall be exhibited not less than 2 metres below any light exhibited in accordance with Rule 26(c) of the International Regulations for Preventing Collisions at Sea 1972 as defined and set out in the Merchant Shipping (Safety) (Signals of Distress and Prevention of Collisions) Regulations (Cap 369 sub. leg.). (L.N. 302 of 1991)

(3) A bright light shall be so constructed, shaded, installed and used that no light emitted therefrom shall be visible, whether directly or by reflection from any source other than sea surface, above a horizontal plane passing through the lowest edge of the light source. (L.N. 302 of 1991)

(4) Any person who contravenes this regulation commits an offence and is liable to a fine of \$5000.

#### REGULATION 70

Notification and control of marine works VerDate:30/06/1997

(1) Without prejudice to the provisions of any other enactment, no person shall commence any construction or reclamation works, dredging, boring, cable laying or any other type of works in the waters of Hong Kong, which interfere or are likely to interfere with the navigation of vessels or with port facilities, without giving the Director at least 14 days' notice in writing of-

(a) the nature of the works;

(b) the date of their commencement;

(c) the locality in which they will be carried out; and

(d) the estimated duration of the works.

(2) The person in control of the works referred to in paragraph (1) shall, during the carrying out of the works, comply with such directions as the Director may give to ensure the safety of vessels navigating in the vicinity of the works.

(3) Any person who-

(a) contravenes paragraph (1); or

(b) fails to comply with any direction given under paragraph (2), commits an offence and is liable to a fine of \$10000 and to imprisonment for 6 months.

#### REGULATION 71

Form VerDate:30/06/1997

The notice under section 77 of the Ordinance shall be in the form contained in the Twelfth Schedule.

#### REGULATION 72

Amendment of Schedules VerDate:01/07/1997

Adaptation amendments retroactively made - see 64 of 1999 s. 3

(1) The Director may by notice in the Gazette amend the Schedules other than the Twelfth and Thirteenth Schedules.

(2) The Chief Executive in Council may by notice in the Gazette amend the Twelfth and Thirteenth Schedules. (64 of 1999 s. 3)  
(L.N. 408 of 1994)

#### SCHEDULE 1

VHF CHANNELS VerDate:30/06/1997

[regulations 3, 5 & 6]

Channel	Description
	VHF sector
67	Western Approaches
12	Eastern Approaches
14	Harbour
	Other
06	Disaster
16	International Distress
20	Navigational Warning

Notes:

(1) Where the master of a vessel in the waters of Hong Kong is to report to the vessel traffic centre he should use the VHF channel appropriate to the VHF sector in which the vessel is presently located in those waters.

(2) Where the master of an inbound vessel outside the waters of Hong Kong is to report to the vessel traffic centre he should use the VHF channel appropriate to the VHF sector into which the vessel is to enter those waters.

(3) Where the master of an outbound vessel outside the waters of Hong Kong is to report to the vessel traffic centre he should use the VHF channel appropriate to the VHF sector from which the vessel left those waters.

(4) The boundaries of the VHF sectors are delineated in the Second Schedule.

(L.N. 408 of 1994)

## SCHEDULE 2

VHF SECTORS VerDate:30/06/1997

[regulations 3, 6 &  
First Schedule]

### 1. Eastern Approaches

The area of the waters of Hong Kong bounded to the west-

(a) by a straight line drawn from position latitude 22° 18' 35.9" north, longitude 114° 11' 28.2" east, to position latitude 22° 17' 43.1" north, longitude 114° 11' 57.9" east;

(b) by a straight line drawn through Lung Shan Pai light in position latitude 22° 14' 33" north, longitude 114° 08' 27" east in the direction 0390 T-2190 T where it intersects Ap Lei Chau and Lamma Island;

(c) by a straight line drawn from position latitude 22° 11' 03.6" north, longitude 114° 06' 42" east, to position latitude 22° 09' 00" north, longitude 114° 04' 30.6" east.

### 2. Western Approaches

The area of the waters of Hong Kong bounded to the east-

(a) by longitude 114° 00' 00" east between the points where it intersects the mainland and the northern shore of Lantau Island;

(b) by a straight line drawn from position latitude 22° 16' 03" north, longitude 114° 01' 15.6" east to position latitude 22° 15' 34" north, longitude 114° 01' 31.2" east;

(c) by a straight line drawn from position latitude 22° 14' 34.2" north, longitude 114° 02' 31.8" east to position latitude 22° 14' 34.2" north, longitude 114° 06' 55.8" east;

(d) by a straight line drawn from position latitude 22° 11' 03.6" north, longitude 114° 06' 42" east to position latitude 22° 09' 00" north, longitude 114° 04' 30.6" east.

### 3. Harbour

The area of the waters of Hong Kong bounded-

(a) by longitude 114° 00' 00" east between the points where it intersects the northern shore of Lantau Island and the mainland;

(b) by a straight line drawn from position latitude 22° 16' 03" north, longitude 114° 01' 15.6" east to position latitude 22° 15' 34" north, longitude 114° 01' 31.2" east;

(c) by a straight line drawn from position latitude 22° 14' 34.2" north, longitude 114° 02' 31.8" east to position latitude 22° 14' 34.2" north, longitude 114° 06' 55.8" east;

(d) by a straight line drawn through Lung Shan Pai light in position latitude 22° 14' 33" north, longitude 114° 08' 27" east in the direction 0390 T-2190 T where it intersects Ap Lei Chau and Lamma Island;

(e) by a straight line drawn from position latitude 22° 18' 35.9" north, longitude 114° 11' 28.2" east, to position latitude 22° 17' 43.1" north, longitude 114° 11' 57.9" east.

(L.N. 408 of 1994)

SCHEDULE 3  
PRINCIPAL FAIRWAYS VerDate:01/03/2003

[regulation 2]

1. Boundaries of the Southern Fairway

(a) On the north, straight lines joining the following positions-

- (i) latitude                    22° 17' 47" north,  
    longitude                114°08' 28" east;
- (ii) latitude                   22°17' 31" north,  
    longitude                114°07' 19" east;
- (iii) latitude                22°17' 23" north,  
    longitude                114°07' 17" east; (L.N. 601 of 1997)
- (iv) latitude                22°16' 58" north,  
    longitude                114°06' 35" east. (L.N. 601 of 1997)

(b) On the south, straight lines joining the following positions-

- (i) latitude                   22°17' 40" north,  
    longitude                114°08' 35" east; (L.N. 13 of 1986)
- (ii) latitude                   22°17' 30" north,  
    longitude                114°07' 46" east; (L.N. 13 of 1986)
- (iii) latitude                22°16' 50.5" north,  
    longitude                114°06' 40" east. (L.N. 601 of 1997)
- (iv) (Repealed L.N.13 of 1986)

(c) On the east and west, straight lines adjoining the extremities of the north and south boundaries.

2. Boundaries of the North Green Island Fairway

(a) On the north, straight line joining the following positions-

- (i) latitude                   22°17' 31" north,  
    longitude                114°07' 19" east;
- (ii) latitude                   22°17' 31" north,  
    longitude                114°06' 27.5" east.

(b) On the south, straight line joining the following positions-

- (i) latitude 22°17' 23" north,  
longitude 114°07' 17" east; (L.N. 601 of 1997)
- (ii) latitude 22°17' 23" north,  
longitude 114°06' 28.5" east. (L.N. 601 of 1997)

(c) On the east and west, straight lines adjoining the extremities of the north and south boundaries.

### 3. Boundaries of the Northern Fairway

(a) On the north, straight lines joining the following positions-

- (i) latitude 22°19.475' north,  
longitude 114°05.331' east; (L.N. 123 of 2002)
- (ii) latitude 22°19.121' north,  
longitude 114°05.984' east; (L.N. 123 of 2002)
- (iii) latitude 22°19.531' north,  
longitude 114°06.701' east; (L.N. 123 of 2002)
- (iv) latitude 22°18.975' north ,  
longitude 114°07.781' east; (L.N. 123 of 2002)
- (v) latitude 22°17.775' north,  
longitude 114°08.764' east. (L.N. 123 of 2002)

Note: The geographical co-ordinates of item 3(a) are represented by the WGS 84. (L.N. 123 of 2002)

(b) On the south, straight lines joining the following positions-

- (i) latitude 22°17.691' north,  
longitude 114°08.614' east; (L.N. 123 of 2002)
- (ii) latitude 22°18.842' north,  
longitude 114°07.664' east; (L.N. 123 of 2002)
- (iii) latitude 22°19.171' north,  
longitude 114°07.020' east; (L.N. 123 of 2002)
- (iv) latitude 22°19.168' north,  
longitude 114°06.767' east; (L.N. 123 of 2002)
- (v) latitude 22°19.000' north,  
longitude 114°06.459' east; (L.N. 123 of 2002)
- (vi) latitude 22°18.858' north,  
longitude 114°06.197' east; (L.N. 123 of 2002)
- (vii) latitude 22°18.325' north,  
longitude 114°05.914' east. (L.N. 123 of 2002)

(viii) (Repealed L.N. 123 of 2002)

Note: The geographical co-ordinates of item 3(b) are represented by the WGS 84. (L.N. 123 of 2002)

(c) On the east and west, straight lines adjoining the extremities of the north and south boundaries.  
(L.N. 303 of 1994)

#### 4. Boundaries of the Central Fairway

(a) On the north, straight lines joining the following positions-

- (i) latitude                    22°17' 52" north,  
    longitude                114°08' 37" east;
- (ii) latitude                   22°17' 57" north,  
    longitude                114°08' 57" east. (L.N. 601 of 1997)
- (iii) latitude                 22°17' 57" north,  
    longitude                114°09' 03" east; (L.N. 601 of 1997)
- (iv) latitude                 22°17' 43" north,  
    longitude                114°09' 16" east; (L.N. 601 of 1997)
- (v) latitude                 22°17' 34" north,  
    longitude                114°09' 55" east. (L.N. 601 of 1997)

(b) On the south, straight lines joining the following positions-

- (i) latitude                   22°17' 40" north,  
    longitude                114°08' 35" east;
- (ii) latitude                 22°17' 22" north,  
    longitude                114°09' 53.5" east. (L.N. 601 of 1997)
- (iii) (Repealed L.N. 13 of 1986)

(c) On the west, bounded by the southern limit of the Northern Fairway and the eastern limit of the Southern Fairway. (L.N. 601 of 1997)

(d) On the east, straight lines adjoining the extremities of the north and south boundaries.

#### 5. Boundaries of the Hung Hom Fairway

(a) On the north, straight lines joining the following positions-

- (i) latitude                   22°17' 34" north,  
    longitude                114°09' 55" east; (L.N. 601 of 1997)
- (ii) latitude                 22°17' 34.5" north,  
    longitude                114°10' 15.5" east; (L.N. 601 of 1997)
- (iii) latitude                22°18' 04" north,

- longitude 114°11' 18.5" east; (L.N. 601 of 1997)
- (iv) latitude 22°18' 04" north,  
longitude 114°12' 18" east. (L.N. 13 of 1986)

(b) On the south, straight lines joining the following positions-

- (i) latitude 22°17' 22" north,  
longitude 114°09' 53.5" east; (L.N. 601 of 1997)
- (ii) latitude 22°17' 22.5" north,  
longitude 114°10' 19" east; (L.N. 601 of 1997)
- (iii) latitude 22°17' 49" north,  
longitude 114°11' 15.5" east; (L.N. 601 of 1997)
- (iv) latitude 22°17' 50" north,  
longitude 114°12' 18" east. (L.N. 13 of 1986)

(c) On the east and west, straight lines adjoining the extremities of the north and south boundaries.

#### 6. Boundaries of the Eastern Fairway

(a) On the north, straight lines joining the following positions-

- (i) latitude 22°18' 04" north,  
longitude 114°12' 18" east;
- (ii) latitude 22°17' 22" north,  
longitude 114°14' 02" east;
- (iii) latitude 22°17' 09" north,  
longitude 114°14' 24" east.

(b) On the south, straight lines joining the following positions-

- (i) latitude 22°17' 50" north,  
longitude 114°12' 18" east;
- (ii) latitude 22°17' 10" north,  
longitude 114°13' 55.5" east;
- (iii) latitude 22°16' 58" north,  
longitude 114°14' 16" east.

(c) On the east and west, straight lines adjoining the extremities of the north and south boundaries.

#### 7. Boundaries of the Ma Wan Fairway

(a) On the north, straight lines joining the following positions-

- (i) latitude 22°19' 34" north,  
longitude 114°05' 11" east;
- (ii) latitude 22°21' 32" north,  
longitude 114°04' 25" east;
- (iii) latitude 22°21' 50" north,  
longitude 114°04' 04" east;
- (iv) latitude 22°21' 50" north,  
longitude 114°03' 15" east.

(b) On the south, straight lines joining the following positions-

- (i) latitude 22°19' 46" north,  
longitude 114°04' 41" east;
- (ii) latitude 22°21' 23" north,  
longitude 114°04' 04" east;
- (iii) latitude 22°21' 31" north,  
longitude 114°03' 56" east;
- (iv) latitude 22°21' 31" north,  
longitude 114°03' 15" east.

(c) On the east and west, straight lines adjoining the extremities of the north and south boundaries.

(L.N. 303 of 1994)

#### 8. Boundaries of the Kap Shui Mun Fairway

(a) On the north, straight lines joining the following positions-

- (i) latitude 22°19' 46" north,  
longitude 114°04' 41" east;
- (ii) latitude 22°20' 23" north,  
longitude 114°03' 32" east;
- (iii) latitude 22°20' 59" north,  
longitude 114°03' 04" east.

(b) On the south, straight lines joining the following positions-

- (i) latitude 22°19' 31" north,  
longitude 114°04' 46" east;
- (ii) latitude 22°20' 09" north,  
longitude 114°03' 34" east;

- (iii) latitude            22°20' 55" north,  
      longitude            114°02' 58" east.

(c) On the east and west, straight lines adjoining the extremities of the north and south boundaries.

(L.N. 303 of 1994)

#### 9. Boundaries of the Western Fairway

(a) On the east, straight lines joining the following positions-

- (i) latitude            22°16' 28" north,  
      longitude            114°06' 40" east;
- (ii) latitude            22°17' 55" north,  
      longitude            114°05' 49" east;
- (iii) latitude            22°18' 25" north,  
      longitude            114°05' 46" east.

(b) On the west, straight line joining the following positions-

- (i) latitude            22°16' 14" north,  
      longitude            114°06' 08" east;
- (ii) latitude            22°19' 31" north,  
      longitude            114°04' 46" east.

(c) On the north, bounded by the western limit of the Northern Fairway and the eastern limits of both Ma Wan and Kap Shui Mun Fairways.

(d) On the south, straight line adjoining the extremities of the east and west boundaries.  
(L.N. 303 of 1994)

#### 10. Boundaries of the Yau Ma Tei Fairway

(a) On the east, straight lines joining the following positions-

- (i) latitude            22°19' 43" north,  
      longitude            114°08' 33" east;
- (ii) latitude            22°19' 33" north,  
      longitude            114°08' 49" east;
- (iii) latitude            22°19' 10" north,  
      longitude            114°09' 03" east;
- (iv) latitude            22°17' 57" north,  
      longitude            114°09' 03" east. (L.N. 601 of 1997)

(b) On the west, straight lines joining the following positions-

- (i) latitude 22°19' 38" north,  
longitude 114 °08' 30" east;
- (ii) latitude 22°19' 30" north,  
longitude 114°08' 45" east;
- (iii) latitude 22°19' 10" north,  
longitude 114°08' 57" east;
- (iv) latitude 22°17' 57" north,  
longitude 114°08' 57" east. (L.N. 601 of 1997)

(c) On the north and south, straight lines joining the extremities of the east and west boundaries.  
(L.N. 281 of 1995)

SCHEDULE 4  
SPEED OF VESSELS VerDate:01/07/2000

[regulation 19]

1. The maximum permitted speed under regulation 19(1) is 15 knots.
2. For the purposes of regulation 19(2)-

(a) the maximum permitted speed for a vessel of an overall length of 60 metres or less is 15 knots, and for a vessel of an overall length more than 60 metres is 10 knots, within the area bounded-

(i) on the east, by a straight line drawn from the southern extremity of Tit Cham Chau (latitude 22°15'50.4" north, longitude 114°16'27.6" east) to the Hak Kok Tau (Cape Collinson) light beacon (latitude 22°15'46.4" north, longitude 114°15'17.9" east);

(ii) on the west, by a straight line drawn from the southern extremity of the Hung Hom Finger jetty (latitude 22°17'55.6" north, longitude 114°10'47.2" east) to the Causeway Bay Typhoon Shelter eastern breakwater light beacon (latitude 22°17'22.5" north, longitude 114°11'06" east);

(iii) on the south, by the northern coastline of Hong Kong Island joining the extremities of the eastern and western boundaries; and

(iv) on the north, by the southern coastline of the mainland joining the extremities of the eastern and western boundaries;

(b) the maximum permitted speed for a vessel of an overall length of 60 metres or less is 10 knots, and for a vessel of an overall length more than 60 metres is 8 knots, within the area bounded-

(i) on the east, by a straight line drawn from the southern extremity of the Hung Hom Finger jetty (latitude 22°17'55.6" north, longitude 114°10'47.2" east) to the Causeway Bay Typhoon Shelter eastern breakwater light beacon (latitude 22°17'22.5" north, longitude 114°11'06" east);

- (ii) on the west, by straight lines joining the following positions-
- (A) latitude 22°16'33.5" north,  
longitude 114°06'51.4" east;
  - (B) latitude 22°16'28.2" north,  
longitude 114°06'40.2" east;
  - (C) latitude 22°17'55" north,  
longitude 114°05'49" east;
  - (D) latitude 22°18'25" north,  
longitude 114°05'46" east;
  - (E) latitude 22°18'57" north,  
longitude 114°05'49" east;
  - (F) latitude 22°19'09" north,  
longitude 114°05'59" east;
  - (G) latitude 22°19'31.4" north,  
longitude 114°07'12.6" east;

(iii) on the south, by the northern coastline of Hong Kong Island joining the extremities of the eastern and western boundaries; and

(iv) on the north, by the southern coastline of the mainland joining the extremities of the eastern and western boundaries;

(c) subject to subparagraph (d), the maximum permitted speed for a vessel of an overall length of 60 metres or less is 15 knots, and for a vessel of an overall length more than 60 metres is 10 knots, within the area bounded-

- (i) on the east, by straight lines joining the following positions-
- (A) latitude 22°15'20.6" north,  
longitude 114°07'46.4" east,
- thence along the western coastline of Hong Kong Island to a position at latitude 22°16'33.5" north, longitude 114°06'51.4" east;
- (B) latitude 22°16'28.2" north,  
longitude 114°06'40.2" east;
  - (C) latitude 22°17'55" north,  
longitude 114°05'49" east;
  - (D) latitude 22°18'25" north,  
longitude 114°05'46" east;
  - (E) latitude 22°18'57" north,  
longitude 114°05'49" east;
  - (F) latitude 22°19'09" north,  
longitude 114°05'59" east;
  - (G) latitude 22°19'31.4" north,  
longitude 114°07'12.6" east;

- (ii) on the south, by straight lines joining the following positions-
- (A) latitude 22°15'20.6" north,  
longitude 114°07'46.4" east;
  - (B) latitude 22°14'10" north,  
longitude 114°06'14" east;
  - (C) latitude 22°14'10" north,  
longitude 114°04'35" east;

- (iii) on the west, by straight lines joining the following positions-
- (A) latitude 22°14'10" north,

- (B) longitude 114°04'35" east;  
latitude 22°15'52" north,
- (C) longitude 114°03'14.3" east;  
latitude 22°17'06.8" north,
- (D) longitude 114°02'47.5" east;  
latitude 22°17'32.9" north,
- (E) longitude 114°02'35.1" east;  
latitude 22°18'45" north,
- (F) longitude 114°02'02.9" east;

thence along the north-eastern coastline of Lantau Island to a position at latitude 22°20'50.9" north, longitude 114°02'51.6" east;

- (F) latitude 22°21'00.7" north,  
longitude 114°03'06.1" east, thence along the western coastline of Ma Wan to a position at latitude 22°21'24.3" north, longitude 114°03'15" east;
- (G) latitude 22°22'00" north,  
longitude 114°03'14.9" east; and

(iv) on the north, by the southern coastline of the mainland joining the extremities of the eastern and western boundaries;

(d) the maximum permitted speed is 15 knots-

(i) within the part of the following principal fairways located inside the area specified in subparagraph (c)-

- (A) the Western Fairway;
- (B) the Ma Wan Fairway; and
- (C) the Kap Shui Mun Fairway;

(ii) within the area bounded by straight lines joining the following positions-

- (A) latitude 22°15'06" north,  
longitude 114°07'25.8" east;
- (B) latitude 22°14'43.8" north,  
longitude 114°06'58.2" east;
- (C) latitude 22°16'13.8" north,  
longitude 114°06'07.8" east;
- (D) latitude 22°16'28.2" north,  
longitude 114°06'40.2" east;
- (E) latitude 22°15'06" north,  
longitude 114°07'25.8" east.

3. The maximum permitted speed under regulation 19(3) is 5 knots.

4. The maximum permitted speed under regulation 19(4) is 5 knots.  
(Schedule 4 replaced L.N. 107 of 2000)

SCHEDULE 5  
RESTRICTED AREAS, ETC. VerDate:02/01/2007

[regulations 23, 23A, 23B & 24]  
(L.N. 140 of 2000)

RESTRICTED AREAS, ETC.  
(L.N. 309 of 1993)

1-2. (Repealed L.N. 228 of 1997)

3. TSING TSUEN AND TSING YI BRIDGES AREA

(a) 17 metres above sea level;

(b) the area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions (i) to (ii), (iii) to (iv), (iv) to (v), and (v) to (vi)- (L.N. 470 of 1996)

(i) latitude 22° 21' 53" north,  
longitude 114° 06' 34" east;

(ii) latitude 22° 21' 53" north,  
longitude 114° 06' 18" east;

(iii) latitude 22° 20' 37" north,  
longitude 114° 06' 30" east;

(iv) latitude 22° 20' 36" north,  
longitude 114° 06' 34" east;

(v) latitude 22° 20' 54" north,  
longitude 114° 06' 39" east;

(vi) latitude 22° 20' 56" north,  
longitude 114° 06' 47" east.

(L.N. 309 of 1993)

4. AP LEI CHAU BRIDGE AREA

(a) 14 metres above sea level;

(b) the area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions (i) to (ii), and (iii) to (iv)-

(i) latitude 22° 14' 49" north,  
longitude 114° 09' 33" east;

(ii) latitude 22° 14' 44" north,  
longitude 114° 09' 27" east;

(iii) latitude 22° 14' 50" north,  
longitude 114° 09' 21" east;

(iv) latitude 22° 14' 52" north,  
longitude 114° 09' 25" east.

(L.N. 309 of 1993)

5. HONG KONG INTERNATIONAL AIRPORT APPROACH AREA NO. 1

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions-

- (a) latitude 22° 17' 39" north,  
longitude 113° 54' 02" east;
- (b) latitude 22° 17' 34" north,  
longitude 113° 53' 58" east;
- (c) latitude 22° 17' 16" north,  
longitude 113° 53' 01" east;
- (d) latitude 22° 17' 40" north,  
longitude 113° 52' 51" east;
- (e) latitude 22° 17' 59" north,  
longitude 113° 53' 49" east.

(L.N. 228 of 1997; 24 of 2005 s. 50)

#### 6. HONG KONG INTERNATIONAL AIRPORT APPROACH AREA NO. 2

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions-

- (a) latitude 22° 18' 36" north,  
longitude 113° 56' 22" east;
- (b) latitude 22° 18' 39" north,  
longitude 113° 56' 29" east;
- (c) latitude 22° 18' 35" north,  
longitude 113° 56' 31" east;
- (d) latitude 22° 18' 32" north,  
longitude 113° 56' 21" east.

(L.N. 228 of 1997; 24 of 2005 s. 50)

#### 7. HONG KONG INTERNATIONAL AIRPORT APPROACH AREA NO. 3

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions-

- (a) latitude 22° 18' 24" north,  
longitude 113° 53' 47" east;
- (b) latitude 22° 18' 06" north,  
longitude 113° 52' 50" east;
- (c) latitude 22° 18' 30" north,  
longitude 113° 52' 40" east;
- (d) latitude 22° 18' 40" north,  
longitude 113° 53' 13" east;
- (e) latitude 22° 19' 01" north,  
longitude 113° 53' 41" east;
- (f) latitude 22° 19' 38" north,

- longitude 113° 55' 36" east;
- (g) latitude 22° 19' 39" north,  
longitude 113° 56' 19" east;
- (h) latitude 22° 19' 50" north,  
longitude 113° 56' 51" east;
- (i) latitude 22° 19' 25" north,  
longitude 113° 57' 00" east;
- (j) latitude 22° 19' 20" north,  
longitude 113° 56' 46" east.
- (L.N. 228 of 1997; 24 of 2005 s. 50)

8. HONG KONG INTERNATIONAL AIRPORT APPROACH AREA NO. 4

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (a) latitude 22° 20' 29" north,  
longitude 113° 59' 09" east;
- (b) latitude 22° 20' 03" north,  
longitude 113° 59' 09" east;
- (c) latitude 22° 20' 03" north,  
longitude 113° 58' 41" east;
- (d) latitude 22° 20' 29" north,  
longitude 113° 58' 41" east;
- (e) latitude 22° 20' 29" north,  
longitude 113° 59' 09" east.
- (L.N. 228 of 1997; 24 of 2005 s. 50)

9. HONG KONG INTERNATIONAL AIRPORT APPROACH AREA NO. 5

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions-

- (a) latitude 22° 18' 52" north,  
longitude 113° 56' 33" east;
- (b) latitude 22° 18' 57" north,  
longitude 113° 56' 50" east;
- (c) latitude 22° 18' 33" north,  
longitude 113° 56' 59" east;
- (d) latitude 22° 18' 20" north,  
longitude 113° 56' 19" east.
- (L.N. 228 of 1997; 24 of 2005 s. 50)

10. HONG KONG INTERNATIONAL AIRPORT APPROACH AREA NO. 6

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (a) latitude 22° 20' 40" north,  
longitude 113° 59' 09" east;
- (b) latitude 22° 19' 51" north,  
longitude 113° 59' 09" east;
- (c) latitude 22° 19' 51" north,  
longitude 113° 58' 41" east;
- (d) latitude 22° 20' 40" north,  
longitude 113° 58' 41" east;
- (e) latitude 22° 20' 40" north,  
longitude 113° 59' 09" east.

(L.N. 228 of 1997; 24 of 2005 s. 50)

#### 11. HONG KONG INTERNATIONAL AIRPORT APPROACH AREA NO. 7

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions (a) to (g), and (h) to (i)-

- (a) latitude 22° 17' 15" north,  
longitude 113° 53' 40" east;
- (b) latitude 22° 16' 53" north,  
longitude 113° 52' 32" east;
- (c) latitude 22° 17' 55" north,  
longitude 113° 52' 00" east;
- (d) latitude 22° 18' 32" north,  
longitude 113° 52' 00" east;
- (e) latitude 22° 20' 10" north,  
longitude 113° 57' 19" east;
- (f) latitude 22° 18' 36" north,  
longitude 113° 57' 54" east;
- (g) latitude 22° 18' 04" north,  
longitude 113° 56' 13" east;
- (h) latitude 22° 17' 42" north,  
longitude 113° 55' 04" east;
- (i) latitude 22° 17' 31" north,  
longitude 113° 54' 30" east.

(L.N. 228 of 1997; 24 of 2005 s. 50)

#### 12. HONG KONG INTERNATIONAL AIRPORT APPROACH AREA NO. 8

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions (a) to (d), and (e) to (f)-

- (a) latitude 22° 22' 57" north,  
longitude 113° 52' 40" east;
- (b) latitude 22° 22' 57" north,  
longitude 113° 53' 10" east;
- (c) latitude 22° 22' 43" north,  
longitude 113° 53' 17" east;
- (d) latitude 22° 22' 24" north,  
longitude 113° 53' 05" east;
- (e) latitude 22° 22' 28" north,  
longitude 113° 52' 56" east;
- (f) latitude 22° 22' 47" north,  
longitude 113° 52' 41" east.

(L.N. 228 of 1997; 24 of 2005 s. 50)

### 13. TUNG CHUNG BRIDGES AREA

(a) 8 metres above sea level;

(b) the area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions (i) to (ii), and (iii) to

(iv)-

- (i) latitude 22° 17' 48" north,  
longitude 113° 56' 10" east;
- (ii) latitude 22° 17' 43" north,  
longitude 113° 56' 16" east;
- (iii) latitude 22° 17' 30" north,  
longitude 113° 56' 02" east; (L.N. 602 of 1997)
- (iv) latitude 22° 17' 32" north,  
longitude 113° 55' 54" east.

(L.N. 228 of 1997)

### 14. KAP SHUI MUN BRIDGE AREA

(a) 41 metres above sea level;

(b) the area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions (i) to (ii), and (iii) to

(iv)-

- (i) latitude 22° 20' 46" north,  
longitude 114° 03' 00" east;
  - (ii) latitude 22° 20' 49" north,  
longitude 114° 03' 15" east;
  - (iii) latitude 22° 20' 28" north,  
longitude 114° 03' 42" east;
  - (iv) latitude 22° 20' 26" north,  
longitude 114° 03' 21" east.
- (L.N. 228 of 1997)

15. TSING MA BRIDGE AREA

- (a) 53 metres above sea level;
- (b) the area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions (i) to (ii), and (iii) to

(iv)-

- (i) latitude 22° 21' 18" north,  
longitude 114° 03' 54" east;
  - (ii) latitude 22° 21' 29" north,  
longitude 114° 04' 45" east;
  - (iii) latitude 22° 21' 04" north,  
longitude 114° 04' 54" east;
  - (iv) latitude 22° 20' 48" north,  
longitude 114° 03' 57" east.
- (L.N. 228 of 1997)

16. NGONG SHUEN CHAU BARRACKS AREA

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions-

- (a) latitude 22° 19' 05.4000" north,  
longitude 114° 07' 52.8000" east;
- (b) latitude 22° 19' 02.5000" north,  
longitude 114° 07' 51.2000" east;
- (c) latitude 22° 18' 59.7130" north,  
longitude 114° 07' 57.6390" east;
- (d) latitude 22° 18' 48.2090" north,  
longitude 114° 07' 59.5210" east;
- (e) latitude 22° 18' 45.7060" north,  
longitude 114° 08' 03.9010" east;

- (f) latitude 22° 18' 48.9450" north,  
longitude 114° 08' 08.7410" east;
  - (g) latitude 22° 18' 50.9190" north,  
longitude 114° 08' 19.6010" east;
  - (h) latitude 22° 18' 54.5320" north,  
longitude 114° 08' 22.0750" east;
  - (i) latitude 22° 19' 00.6000" north,  
longitude 114° 08' 20.5000" east;
  - (j) latitude 22° 18' 56.9000" north,  
longitude 114° 08' 23.5000" east;
  - (k) latitude 22° 18' 50.4000" north,  
longitude 114° 08' 33.3000" east;
  - (l) latitude 22° 18' 52.0000" north,  
longitude 114° 08' 33.2000" east;
  - (m) latitude 22° 18' 56.0600" north,  
longitude 114° 08' 36.6610" east;
  - (n) latitude 22° 18' 59.7980" north,  
longitude 114° 08' 40.7230" east;
  - (o) latitude 22° 19' 03.9930" north,  
longitude 114° 08' 42.7310" east;
  - (p) latitude 22° 19' 09.7310" north,  
longitude 114° 08' 43.5140" east;
  - (q) latitude 22° 19' 15.0000" north,  
longitude 114° 08' 53.4910" east;
  - (r) latitude 22° 19' 19.3570" north,  
longitude 114° 08' 52.9500" east;
  - (s) latitude 22° 19' 24.9670" north,  
longitude 114° 08' 49.8190" east;
  - (t) latitude 22° 19' 27.8000" north,  
longitude 114° 08' 45.2000" east;
  - (u) latitude 22° 19' 26.2000" north,  
longitude 114° 08' 43.6000" east.
- (L.N. 140 of 2000)

#### 17. NGONG SHUEN CHAU NAVAL BASIN AREA

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions-

- (a) latitude 22° 19' 05.4000" north,  
longitude 114° 07' 52.8000" east;
  - (b) latitude 22° 19' 02.5000" north,  
longitude 114° 07' 51.2000" east;
  - (c) latitude 22° 18' 59.7130" north,  
longitude 114° 07' 57.6390" east;
  - (d) latitude 22° 18' 48.2090" north,  
longitude 114° 07' 59.5210" east;
  - (e) latitude 22° 18' 45.7060" north,  
longitude 114° 08' 03.9010" east;
  - (f) latitude 22° 18' 48.9450" north,  
longitude 114° 08' 08.7410" east;
  - (g) latitude 22° 18' 50.9190" north,  
longitude 114° 08' 19.6010" east;
  - (h) latitude 22° 18' 54.5320" north,  
longitude 114° 08' 22.0750" east;
  - (i) latitude 22° 19' 00.6000" north,  
longitude 114° 08' 20.5000" east;
  - (j) latitude 22° 18' 56.9000" north,  
longitude 114° 08' 23.5000" east;
  - (k) latitude 22° 18' 50.4000" north,  
longitude 114° 08' 33.3000" east;
  - (l) latitude 22° 18' 53.6000" north,  
longitude 114° 08' 33.1000" east.
- (L.N. 140 of 2000)

#### 18. KAP SHUI MUN SPECIAL AREA

The area of the waters of Hong Kong bounded-

- (a) on the north-west, by a straight line drawn from the north-eastern shore of Lantau Island at position latitude 22° 20.750' north, longitude 114° 03.017' east to the West Ma Wan light at position latitude 22° 20.925' north, longitude 114° 03.241' east;
- (b) on the north-east, by a straight line drawn from the West Ma Wan light at position latitude 22° 20.925' north, longitude 114° 03.241' east to the Tang Lung Chau light at position latitude 22° 20.373' north, longitude 114° 03.787' east;
- (c) on the south-east, by a straight line drawn from the Tang Lung Chau light at position latitude 22° 20.373' north, longitude 114° 03.787' east to the headland at position latitude 22° 20.126' north, longitude 114° 03.455' east;

(d) on the south-west, by a straight line drawn from the headland at position latitude 22° 20.126' north, longitude 114° 03.455' east to the north-eastern shore of Lantau Island at position latitude 22° 20.750' north, longitude 114° 03.017' east.  
(L.N. 117 of 2002)

19. SOUTH-EASTERN BOUNDARY OF THE KAP SHUI MUN SPECIAL AREA

The boundary of the waters of Hong Kong indicated by a straight line joining the Tang Lung Chau light at position latitude 22° 20.373' north, longitude 114° 03.787' east to the headland at position latitude 22° 20.126' north, longitude 114° 03.455' east.  
(L.N. 117 of 2002)

20. NORTH-EASTERN BOUNDARY OF THE KAP SHUI MUN SPECIAL AREA

The boundary of the waters of Hong Kong indicated by a straight line joining the Tang Lung Chau light at position latitude 22° 20.373' north, longitude 114° 03.787' east to the southern shore of Ma Wan at position latitude 22° 20.554' north, longitude 114° 03.608' east.  
(L.N. 117 of 2002)

Note: The geographical co-ordinates of paragraphs 16 to 20 are represented by the WGS 84. (L.N. 117 of 2002)

SCHEDULE 6

VerDate:30/06/1997

[regulations 2 & 23]

1. Central Cable Reserve

The area of the waters of Hong Kong bounded-

(a) on the west, by a straight line drawn from position latitude 22° 17' 43" north, longitude 114° 09' 56" east to position latitude 22° 17' 13.5" north, longitude 114° 09' 19" east;

(b) on the east, by a straight line drawn from position latitude 22° 17' 43.5" north, longitude 114° 10' 15.5" east to position latitude 22° 17' 03.5" north, longitude 114° 09' 36.5" east.  
These boundaries are marked by black and white diamond day-marks and by fixed red lights at night.

Note: In this cable reserve is the harbour pipeline for conveyance of water from Kowloon to the Island of Hong Kong. It lies on the harbour bed between the sign boards erected on the harbour front of Kowloon Point in the line of Nathan Road projected to the seawall, and Queen's Pier, Victoria.

2. Stonecutters Island (West) Cable Reserve

The area of the waters of Hong Kong bounded-

(a) on the west, by a straight line drawn from position latitude 22° 20' 16" north, longitude 114° 08' 02.5" east to position latitude 22° 19' 21" north, longitude 114° 07' 38" east;

(b) on the east, by a straight line drawn from position latitude 22° 20' 13.5" north, longitude 114° 08' 07" east to the western corner of Stonecutters Island;

(c) on the north, by a straight line drawn from position latitude 22° 20' 16" north, longitude 114° 08' 02.5" east to position latitude 22° 20' 13.5" north, longitude 114° 08' 07" east;

(d) on the south, by a straight line drawn from position latitude 22° 19' 21" north, longitude 114° 07' 38" east to the western corner of Stonecutters Island.

### 3. Stonecutters Island (East) Cable Reserve

The area of the waters of Hong Kong bounded-

(a) on the north, by a straight line drawn from position latitude 22° 19' 20" north, longitude 114° 08' 35" east to position latitude 22° 19' 20.5" north, longitude 114° 08' 44.5" east, thence a straight line drawn to position latitude 22° 19' 18.5" north, longitude 114° 09' 27.5" east;

(b) on the south, by a straight line drawn from position latitude 22° 19' 12" north, longitude 114° 08' 31" east to position latitude 22° 19' 09.5" north, longitude 114° 09' 27" east.

### 4. Sulphur Channel Cable Reserve

The area of the waters of Hong Kong bounded-

(a) on the south-west, by the harbour limits;

(b) on the north-east, by a line parallel to the south-west boundary lying four cables to the north-east.

### 5. Aberdeen Cable Reserve

The area of the waters of Hong Kong bounded-

(a) on the east, by a straight line drawn 008 from position latitude 22° 14' 49.5" north, longitude 114° 09' 19.5" east on Ap Lei Chau to the mainland;

(b) on the west, by a straight line drawn 000 from position latitude 22° 14' 48" north, longitude 114° 09' 16.5" east on Ap Lei Chau to the mainland, the lines in each case being marked by two beacons in transit on Ap Lei Chau.

### 6. Cross Harbour Gas Main Cable Reserve

The area of the waters of Hong Kong bounded-

(a) on the east, by a straight line drawn from position latitude 22° 17' 11" north, longitude 114° 10' 48" east to position latitude 22° 17' 56.5" north, longitude 114° 10' 34.5" east;

(b) on the west, by a straight line drawn from position latitude 22° 17' 10" north, longitude 114° 10' 46" east to position latitude 22° 17' 55" north, longitude 114° 10' 32.5" east.

### 7. North Point Cable Reserve

The area of the waters of Hong Kong bounded-

(a) on the east, by a straight line drawn from position latitude 22° 18' 35.9" north, longitude 114° 11' 28.2" east to position latitude 22° 17' 43.1" north, longitude 114° 11' 57.9" east; (L.N. 297 of 1980)

(b) on the west, by a straight line drawn from position latitude 22° 17' 40.5" north, longitude 114° 11' 45" east to position latitude 22° 18' 21" north, longitude 114° 11' 24.5" east.

SCHEDULE 7  
SPECIAL ANCHORAGES VerDate:01/02/2006

[regulation 2]

1.Quarantine Anchorages

(a) Eastern Quarantine Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 18' 21" north,  
longitude 114° 12' 00" east;
- (ii) latitude 22° 18' 04" north,  
longitude 114° 12' 00" east;
- (iii) latitude 22° 18' 04" north,  
longitude 114° 12' 18" east;
- (iv) latitude 22° 18' 21" north,  
longitude 114° 12' 29" east;
- (v) latitude 22° 18' 21" north,  
longitude 14° 12' 00" east. (L.N. 237 of 1985)

(b) Western Quarantine Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 18.858' north,  
longitude 114° 06.197' east; (L.N. 123 of 2002)
- (ii) latitude 22° 18.325' north,  
longitude 114° 05.914' east; (L.N. 123 of 2002)
- (iii) latitude 22° 17.825' north,  
longitude 114° 05.964' east; (L.N. 123 of 2002)
- (iv) latitude 22° 18.409' north,  
longitude 114° 06.515' east; (L.N. 123 of 2002)
- (v) latitude 22° 19.000' north,  
longitude 114° 06.459' east. (L.N. 123 of 2002)

(vi)-(vii) (Repealed L.N. 123 of 2002)

Note: The geographical co-ordinates of item 1(b) are represented by the WGS 84. (L.N. 123 of 2002)  
(L.N. 303 of 1994)

2.Dangerous Goods Anchorages

(a) Kau Yi Chau Dangerous Goods Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 2° 17' 01" north,

- longitude 14° 04' 44" east;
- (ii) latitude 2° 16' 35" north,  
longitude 114° 05' 00" east;
- (iii) latitude 22° 16' 13" north,  
longitude 114° 04' 33" east;
- (iv) latitude 22° 16' 09" north,  
longitude 114° 03' 41" east;
- (v) latitude 22° 16' 56" north,  
longitude 114° 03' 38" east. (L.N. 303 of 1994)

(b) Tsuen Wan Dangerous Goods Anchorage

The area of the waters of Hong Kong bounded-

- (i) on the north, by the mainland;
- (ii) on the south, by a straight line drawn 090 degrees from the southern extremity of Ngan Ying Chau to the mainland. (By a straight line drawn 079 degrees from the southern extremity of Ngan Ying Chau to the mainland, see B.A. Chart 3632 for typhoon shelter);
- (iii) on the east, by the mainland;
- (iv) on the west, by a straight line drawn 000 degrees from the northwest extremity of Ngan Ying Chau to the mainland.

(c) Western Dangerous Goods Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 18.409' north,  
longitude 114° 06.515' east;
- (ii) latitude 22° 19.000' north,  
longitude 114° 06.459' east;
- (iii) latitude 22° 19.168' north,  
longitude 114° 06.767' east;
- (iv) latitude 22° 19.171' north,  
longitude 114° 07.020' east;
- (v) latitude 22° 18.842' north,  
longitude 114° 07.664' east;
- (vi) latitude 22° 18.358' north,  
longitude 114° 07.197' east;

Note: In item 2(c), a reference to the co-ordinates of a point is a reference to the co-ordinates of that point based on the World Geodetic System 1984 (WGS 84). (L.N. 204 of 2005)

(d) Rocky Harbour Dangerous Goods Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 20' 48" north,  
longitude 114° 20' 09" east;
- (ii) latitude 22° 20' 48" north,  
longitude 114° 20' 27" east;
- (iii) latitude 22° 20' 31" north,  
longitude 114° 20' 27" east;
- (iv) latitude 22° 20' 31" north,  
longitude 114° 20' 09" east.

(e) Junk Bay Dangerous Goods Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 17' 09" north,  
longitude 114° 15' 03" east;
- (ii) latitude 22° 16' 56" north,  
longitude 114° 14' 54" east;
- (iii) latitude 22° 17' 05" north,  
longitude 114° 14' 36" east;
- (iv) latitude 22° 17' 19" north,  
longitude 114° 14' 46" east. (L.N. 129 of 1996)

(f) Mirs Bay Dangerous Goods Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 32' 18" north,  
longitude 114° 22' 00" east;
- (ii) latitude 22° 32' 18" north,  
longitude 114° 23' 00" east;
- (iii) latitude 22° 31' 18" north,  
longitude 114° 23' 00" east;
- (iv) latitude 22° 31' 18" north,  
longitude 114° 22' 00" east. (L.N. 292 of 1986)

(g) South Lamma Dangerous Goods Anchorage

The area of the water of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 10' 24" north,  
longitude 114° 08' 48" east;
- (ii) latitude 22° 09' 30" north,  
longitude 114° 08' 48" east;

- (iii) latitude 22° 09' 30" north,  
longitude 114° 08' 00" east;
- (iv) latitude 22° 10' 24" north,  
longitude 114° 08' 00" east. (L.N. 97 of 1987)

(h) Reserved Dangerous Goods Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 17' 33" north,  
longitude 114° 05' 35" east;
- (ii) latitude 22° 17' 13" north,  
longitude 114° 05' 43" east;
- (iii) latitude 22° 16' 58" north,  
longitude 114° 05' 27" east;
- (iv) latitude 22° 17' 19" north,  
longitude 114° 05' 19" east. (L.N. 303 of 1994)

3. Service Anchorages

(a) Ma Wan Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 20' 47" north,  
longitude 114° 04' 18" east;
- (ii) latitude 22° 20' 02" north,  
longitude 114° 04' 35" east;
- (iii) latitude 22° 19' 55" north,  
longitude 114° 04' 24" east;
- (iv) latitude 22° 20' 17" north,  
longitude 114° 03' 43" east;
- (v) latitude 22° 20' 38" north,  
longitude 114° 03' 49" east.

(b) Pun Shan Shek Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 20' 09" north,  
longitude 114° 03' 34" east;
- (ii) latitude 22° 19' 31" north,  
longitude 114° 04' 46" east;
- (iii) latitude 22° 19' 09" north,

- longitude 114° 04' 55" east;
- (iv) latitude 22° 19' 03" north,  
longitude 114° 04' 06" east;
- (v) latitude 22° 18' 56" north,  
longitude 114° 03' 20" east.

(c) Western Anchorage No. 1

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 19' 03" north,  
longitude 114° 04' 06" east;
- (ii) latitude 22° 18' 02" north,  
longitude 114° 04' 35" east;
- (iii) latitude 22° 18' 02" north,  
longitude 114° 03' 20" east;
- (iv) latitude 22° 18' 56" north,  
longitude 114° 03' 20" east.

(d) Western Anchorage No. 2

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 19' 09" north,  
longitude 114° 04' 55" east;
- (ii) latitude 22° 18' 02" north,  
longitude 114° 05' 23" east;
- (iii) latitude 22° 18' 02" north,  
longitude 114° 04' 35" east;
- (iv) latitude 22° 19' 03" north,  
longitude 114° 04' 06" east.

(e) Western Anchorage No. 3

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 18' 02" north,  
longitude 114° 05' 23" east;
- (ii) latitude 22° 17' 33" north,  
longitude 114° 05' 35" east;
- (iii) latitude 22° 17' 19" north,  
longitude 114° 05' 19" east;
- (iv) latitude 22° 16' 58" north,

- longitude 114° 05' 27" east;
- (v) latitude 22° 16' 35" north,  
longitude 114° 05' 00" east;
- (vi) latitude 22° 17' 01" north,  
longitude 114° 04' 44" east;
- (vii) latitude 22° 17' 43" north,  
longitude 114° 04' 49" east;
- (viii) latitude 22° 18' 02" north,  
longitude 114° 04' 35" east.

(f) North Lamma Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 16' 14" north,  
longitude 114° 06' 08" east;
- (ii) latitude 22° 14' 58" north,  
longitude 114° 06' 50" east;
- (iii) latitude 22° 14' 42" north,  
longitude 114° 06' 48" east;
- (iv) latitude 22° 14' 29" north,  
longitude 114° 06' 24" east;
- (v) latitude 22° 16' 01" north,  
longitude 114° 05' 24" east;
- (vi) latitude 22° 16' 11" north,  
longitude 114° 05' 28" east.

(g) North-west Lamma Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 16' 01" north,  
longitude 114° 05' 24" east;
- (ii) latitude 22° 14' 29" north,  
longitude 114° 06' 24" east;
- (iii) latitude 22° 14' 10" north,  
longitude 114° 05' 49" east;
- (iv) latitude 22° 14' 10" north,  
longitude 114° 04' 35" east.

(h) Yau Ma Tei Anchorage

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22° 19' 05" north,  
longitude 114° 08' 36" east;
- (ii) latitude 22° 19' 12" north,  
longitude 114° 08' 43" east;
- (iii) latitude 22° 19' 11" north,  
longitude 114° 08' 55" east;
- (iv) latitude 22° 18' 06" north,  
longitude 114° 08' 55" east;
- (v) latitude 22° 18' 06" north,  
longitude 114° 08' 36" east. (L.N. 270 of 1999)

(i) Kellett Anchorage No. 1

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22°17.825' north,  
longitude 114°05.964' east;
- (ii) latitude 22°18.339' north,  
longitude 114°06.449' east;
- (iii) latitude 22°17.901' north,  
longitude 114°06.478' east;
- (iv) latitude 22°17.389' north,  
longitude 114°06.221' east.

Note: In item 3(i), a reference to the co-ordinates of a point is a reference to the co-ordinates of that point based on the World Geodetic System 1984 (WGS 84). (L.N. 204 of 2005)

(j) Kellett Anchorage No. 2

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22°18.358' north,  
longitude 114°07.197' east;
- (ii) latitude 22°18.625' north,  
longitude 114°07.455' east;
- (iii) latitude 22°17.859' north,  
longitude 114°08.089' east;
- (iv) latitude 22°17.934' north,  
longitude 114°08.414' east;
- (v) latitude 22°17.692' north,  
longitude 114°08.614' east;
- (vi) latitude 22°17.434' north,  
longitude 114°07.503' east.

Note: In item 3(j), a reference to the co-ordinates of a point is a reference to the co-ordinates of that point based on the World Geodetic System 1984 (WGS 84). (L.N. 204 of 2005)

(k) Kellett Anchorage No. 3

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22°18.625' north,  
longitude 114°07.455' east;
- (ii) latitude 22°18.842' north,  
longitude 114°07.664' east;
- (iii) latitude 22°17.934' north,  
longitude 114°08.414' east;
- (iv) latitude 22°17.859' north,  
longitude 114°08.089' east.

Note: In item 3(k), a reference to the co-ordinates of a point is a reference to the co-ordinates of that point based on the World Geodetic System 1984 (WGS 84). (L.N. 204 of 2005)

(l) Sham Shui Kok Anchorage No. 1

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22°19.455' north,  
longitude 113°58.569' east;
- (ii) latitude 22°19.515' north,  
longitude 113°59.202' east;
- (iii) latitude 22°19.185' north,  
longitude 113°59.371' east;
- (iv) latitude 22°19.140' north,  
longitude 113°58.619' east.

Note: In item 3(l), a reference to the co-ordinates of a point is a reference to the co-ordinates of that point based on the World Geodetic System 1984 (WGS 84). (L.N. 204 of 2005)

(m) Sham Shui Kok Anchorage No. 2

The area of the waters of Hong Kong bounded by straight lines joining the following positions-

- (i) latitude 22°19.528' north,  
longitude 113°59.268' east;
- (ii) latitude 22°19.673' north,  
longitude 113°59.634' east;
- (iii) latitude 22°19.355' north,  
longitude 113°59.692' east;
- (iv) latitude 22°19.227' north,  
longitude 113°59.427' east.

Note: In item 3(m), a reference to the co-ordinates of a point is a reference to the co-ordinates of that point based on the World Geodetic System 1984 (WGS 84). (L.N. 204 of 2005)  
(L.N. 303 of 1994)

#### 4. Naval Anchorage

The area of the waters of Hong Kong bounded by lines drawn-

(a) from position latitude 22° 18' 15" north, longitude 114° 08' 18" east, to position latitude 22° 18' 20.5" north, longitude 114° 08' 26" east;

(b) thence following the minor arc on the circumference of a circle with its centre at position latitude 22° 18' 26.5" north, longitude 114° 08' 21.5" east and with radius 220 metres to position latitude 22° 18' 23.5" north, longitude 114° 08' 28.5" east;

(c) thence to position latitude 22° 18' 36.5" north, longitude 114° 08' 34.5" east;

(d) thence following the minor arc on the circumference of a circle with its centre at position latitude 22° 18' 39.5" north, longitude 114° 08' 27.5" east and with radius 220 metres to position latitude 22° 18' 45.5" north, longitude 114° 08' 31.5" east;

(e) thence to position latitude 22° 18' 53.5" north, longitude 114° 08' 19" east;

(f) thence following the minor arc on the circumference of a circle with its centre at position latitude 22° 18' 48" north, longitude 114° 08' 15.5" east and with radius 190 metres to position latitude 22° 18' 50" north, longitude 114° 08' 09" east;

(g) thence to position latitude 22° 18' 32.5" north, longitude 114° 08' 03.5" east;

(h) thence to position latitude 22° 18' 15" north, longitude 114° 08' 18" east.  
(L.N. 270 of 1999)

#### SCHEDULE 8

BERTHING AND OTHER SIGNALS VerDate:30/06/1997

[regulation 33]

The Ocean Terminal at Tsim Sha Tsui belonging to the Hong Kong & Kowloon Wharf & Godown Co. Ltd.	Answering Pennant-OT
The wharf at Kwun Tong belonging to the Shell Company of Hong Kong Ltd.	Answering Pennant-KT
The wharf at Ap Lei Chau belonging to the Shell Company of Hong Kong Ltd.	Answering Pennant-AP
The wharf at Tsuen Wan belonging to the Hong Kong Oil Co. Ltd.	Answering Pennant-TW
The wharf at Tsuen Wan belonging to Caltex Oil Hong Kong Ltd.	Answering Pennant-TW
The wharf at Sham Tseng belonging to Hong Kong Breweries Ltd.	Answering Pennant-SW
The wharves at Hung Hom belonging to Hong Kong United Dockyards Co. Ltd.	Answering Pennant-KD
The wharf at Ngan Ying Chau belonging to China Resources Co. Ltd.	Answering Pennant-NY
The wharf at Chai Wan belonging to China Resources, Petroleum and Chemicals Co. Ltd.	Answering Pennant-CW
The wharf at Kennedy Town belonging to China Merchants	

Lighterage and Transportation Co. Ltd.	Answering Pennant-CM
The wharf at Lamma Island belonging to Far East Cement Co. Ltd.	Answering Pennant-FE
The wharf at Tsing Yi Island belonging to Mobil Oil Hong Kong Ltd.	Answering Pennant-MO
The wharf at Tsing Yi Island (south side) belonging to Caltex Oil Hong Kong Ltd.	Answering Pennant-ET
The wharf at Tsing Yi Island belonging to Caltex Oil Hong Kong Ltd.	Answering Pennant-CO
The wharf at Tsing Yi Island belonging to Esso Oil Co. Ltd.	Answering Pennant-EO
The wharf at Tsing Yi Island belonging to Hong Kong Oil Co. Ltd.	Answering Pennant-GO
The wharf at Tsing Yi Island belonging to Feoso Oil Co. Ltd.	Answering Pennant-FO
The wharf at Kwai Chung (Lot No. 1) belonging to Modern Terminals Ltd.	Answering Pennant-KC1
The wharf at Kwai Chung (Lot No. 2) belonging Hong Kong International Terminals Ltd.	Answering Pennant-KC2
The wharf at Kwai Chung (Lot No. 3) belonging to Sealand Orient Ltd.	Answering Pennant-KC3
The wharf at Kwai Chung (Lot No. 4) belonging to Hong Kong International Terminals Ltd.	Answering Pennant-KC4
The wharf at Kwai Chung (Lot No. 5) belonging to Modern Terminals Ltd.	Answering Pennant-KC5
The wharf at Kwai Chung (Lot No. 6) belonging to Hong Kong International Terminals Ltd., southern side	Answering Pennant-KC6
The anchorage off the north-east coast of Lantau Island known as Pun Shan Dangerous Goods Anchorage	Answering Pennant-PS
Western Dangerous Goods Anchorage	Answering Pennant-WE
Western Quarantine Anchorage	Answering Pennant-WQ
Kellett Bank Anchorage	Answering Pennant-BA
Yau Ma Tei Anchorage	Answering Pennant-YT
Yam O Bay Anchorage	Answering Pennant-OA
Tolo Harbour Anchorage	Answering Pennant-TA
Sham Shui Po Anchorage	Answering Pennant-SA
Junk Bay Anchorage	Answering Pennant-JA
Rocky Harbour Anchorage	Answering Pennant-RH
Sok Kwu Wan Anchorage	Answering Pennant-PA
The anchorage off north coast of Lantau Island known as Laid Up Ship Anchorage	Answering Pennant-LA
Naval Base	Answering Pennant-NB
The wharf at Connaught Road West known as the Hong Kong-Macau Ferry Terminal	Answering Pennant-MW
The wharf at Siu Lam belonging to Lok On Pai Desalination Plant	Answering Pennant-SD
The wharf at Po Lo Tsui, Lamma Island, belonging to Hong Kong Electric Co. Ltd.	Answering Pennant-LE
The wharf at Tap Shek Kok belonging to China Light & Power Co. Ltd.	Answering Pennant-TE
The wharf at Tap Shek Kok belonging to China Cement Co. Ltd.	Answering Pennant-TC

Floating Dock at Tsing Yi Island (Apple Dock) belonging to Euroasia Dockyards Co. Ltd.	Answering Pennant-AD
Floating Dock at Tsing Yi Island (Whampoa Dock) belonging to Hong Kong United Dockyards Co. Ltd.	Answering Pennant-WD
Floating Dock at Tsing Yi Island (Taikoo Dock) belonging to Hong Kong United Dockyards Co. Ltd.	Answering Pennant-TD
Floating Dock at Tsing Yi Island (Yiu Lian No. 1 Dock) belonging to Yiu Lian Dockyards Co. Ltd.	Answering Pennant-YD1
Floating Dock at Tsuen Wan (Yiu Lian No. 2 Dock) belonging to Yiu Lian Dockyards Co. Ltd.	Answering Pennant-YD2
"A" buoys	Answering Pennant-A-with appropriate buoy number
"B" buoys	Answering Pennant-B-with appropriate buoy number
Naval Buoys	Answering Pennant-N-with appropriate buoy number

(L.N. 150 of 1982; L.N. 29 of 1985)

SCHEDULE 9  
TOWING SIGNALS VerDate:30/06/1997

[regulation 38]

A vessel being towed by tugs shall use the following sound signals on whistle or siren-

1. Conventional Method (Bow and Stern Wires)

- (i) Tow ahead ..... one long blast (-----)
- (ii) Tow to starboard ..... one long blast followed by one short blast (----- ---)
- (iii) Tow to port ..... one long blast followed by two short blasts (--- -- --)
- (iv) Tow astern ..... three short blasts (--- -- ---)
- (v) Stop towing ..... two long blasts (----- --- -----)
- (vi) Let go .....one long blast followed by four short blasts (----- --- --- --- ---)
- (vii) Steering tug take up stern position ..... four short blasts (--- --- --- ---)

2. Alongside Method

(a) If two tugs are engaged alongside-

- (i) Tow ahead ..... one long blast (-----)
- (ii) Tow to starboard ..... one long blast followed by one short blast (----- ---)
- (iii) Tow to port ..... one long blast followed by two short blasts (--- -- --)

(iv) Tow astern ..... three short blasts (--- -- ---)

(v) Stop towing..... two long blasts (----- ---- )

(vi) Let go ..... one long blast followed by four short blasts (----- --- --- --- ---)

(b) If three tugs are engaged alongside-

Any signal intended for the after tug only will be preceded by the signal-one short blast followed by one long blast (----- ---- )

(c) If four tugs are engaged alongside-

Any signal intended for the after two tugs only will be preceded by the signal-one short blast followed by one long blast (----- ---- )

## SCHEDULE 10

CALLING-IN POINTS VerDate:30/06/1997

[regulations 3 & 12B]

### 1.Eastern Approaches

(a) Tathong Channel Separation Buoy No. 1

(b) Hak Kok Tau (Cape Collinson)

(c) Lei Yue Mun

### 2.South-eastern Approaches

(a) Waglan Lighthouse

(b) Lamma Channel Separation Buoy No. 1

(c) Lamma Patch

(d) Green Island

### 3.South-eastern Approaches (via Sheung Sz Mun)

(a) Waglan Lighthouse

(b) Chesterman Buoy

(c) Lamma Patch

(d) Green Island

### 4.South-western Approaches

(a) Cheung Chau Buoy

- (b) Shek Kok Tsui
- (c) Green Island

5. Western Approaches (via Adamasta Channel)

- (a) Fan Lau Kok
- (b) Adamasta Rock
- (c) Shek Kok Tsui
- (d) Green Island

6. Western Approaches (via north of Lantau Island)

- (a) Sha Chau
- (b) Castle Peak No. 1 Buoy
- (c) North West Ma Wan Traffic Light (south bound only)
- (d) Ma Wan Buoy (north bound only)

7. North-western Approaches

- (a) Urmston Road Pilot Station
- (b) Castle Peak No. 8 Buoy
- (c) Castle Peak No. 1 Buoy
- (d) North West Ma Wan Traffic Light (south bound only)
- (e) Ma Wan Buoy (north bound only)

8. Kwai Chung Container Terminals (departure only)

- (a) Western Quarantine Buoy  
(L.N. 81 of 1997)

SCHEDULE 11  
VerDate:30/06/1997

[regulations 68 & 69]

PART I

PROHIBITED FISHING AREAS

The following areas of the waters of Hong Kong are prohibited fishing areas for the purposes of regulation 68-

- 1.The direct approaches to the Lei Yue Mun Pass.
- 2.The direct approaches to the Sulphur Channel.
- 3.Any principal fairway.
- 4.Any area at or near which a notice prohibiting fishing is conspicuously posted by order of the Director.

## PART II

### AREAS WHERE BRIGHT LIGHT FISHING IS PERMITTED UNDER REGULATION 69

- 1.Mirs Bay, Tolo Harbour and Port Shelter-The waters of Hong Kong bounded on the south by a straight line drawn from Mirs Point, latitude 22° 27' 06" north, longitude 114°30' 07" east, to the south eastern extremity of East Ninepin Island (Tung Kwo Chau), thence a straight line drawn 238° to the south eastern extremity of South Ninepin Island (Nam Kwo Chau), thence a straight line drawn 278 degrees to Fu Tau Point (Fat Tong Kok).
- 2.Tseung Kwan O or Junk Bay-The waters of Hong Kong bounded on the south and west by a straight line drawn from a position to the south of Tiu Keng Wan, latitude 22° 18' 10" north, longitude 114° 15' 10" east, to the western extremity of Junk Island (Fat Tau Chau), thence a straight line drawn 090° to meet the mainland.
- 3.Deep Bay-The waters of Hong Kong bounded on the west by straight line drawn from South West Point, latitude 22° 28' 30" north, longitude 113° 52' 50" east, to Black Point (Lan Kok Tsui).
- 4.Castle Peak-The waters of Hong Kong bounded on the south by a straight line drawn 097° from Pillar Point (Mong Hau Shek) to Brother's Point (Tai Lam Kok).
- 5.North Lantau-The waters of Hong Kong bounded on the north by a straight line drawn from the headland on the western side of Luk Keng Bay, latitude 22° 20' 07" north, longitude 114° 01' 04" east, to the southern extremity of East Brother Island (Siu Mo To), thence a straight line drawn 248° to the southernmost extremity of West Brother Island (Tai Mo To), thence a straight line drawn 254° to the northernmost extremity of Chek Lap Kok Island and a straight line drawn from the westernmost extremity of Chek Lap Kok Island, latitude 22° 18' 53" north, longitude 114° 55' 24" east, to the headland, latitude 22° 17' 42" north, longitude 113° 53' 45" east, near Sha Lo Wan.
- 6.North Lantau-The waters of Hong Kong bounded by a straight line drawn from the headland, latitude 22° 20' 57" north, longitude 114° 02' 36" east, near Kwai Shek to a headland at latitude 22° 20' 16" north, longitude 114° 01' 54" east.
- 7.East Lantau-The waters of Hong Kong bounded on the east by a straight line drawn from a small unnamed island (25 feet) in latitude 22° 19' 54" north, longitude 114° 03' 24" east to the north eastern extremity of Kau Yi Chau and thence from the south eastern extremity of Kau Yi Chau a straight line drawn 218° to the south eastern extremity of Hei Ling Chau, thence a line drawn to a headland at latitude 22° 13' 55" north, longitude 114° 01' 06" east, Lantau Island.
- 8.South Lantau-The waters of Hong Kong bounded on the south by a straight line drawn from a headland, latitude 22° 12' 50" north, longitude 113° 59' 06" east, to the south east of Mong Fung Wan, to a headland at latitude 22°12' 42" north, longitude 113° 55' 43" east, east of Lo Kei Wan.
- 9.South Lantau-The waters of Hong Kong bounded on the south by a straight line drawn from a headland, latitude 22° 12' 30" north, longitude 113° 54' 37" east, to the west of Lo Kei Wan to a headland at latitude 22° 11' 54" north, longitude 113° 51' 00" east, east of Kau Ling Chung.
- 10.The Soko Islands and West Lamma Channel-The waters of Hong Kong bounded on the west by a straight line drawn from the northern extremity of Siu A Chau, latitude 22° 11' 23" north, longitude

113° 54' 13" east, to a small unnamed island (98 feet) in latitude 22° 10' 24" north, longitude 113° 53' 51" east thence a straight line drawn to a position at latitude 22 degrees 09' 00" north and longitude 113° 53' 47" east.

11.The Soko Islands and West Lamma Channel-The waters of Hong Kong bounded on the south by a straight line drawn from position latitude 22° 09' 00" north, longitude 113° 53' 47" east, to a position latitude 22° 09' 00" north, longitude 114° 08' 51" east.

12.The Soko Islands and West Lamma Channel-The waters of Hong Kong bounded on the east by a straight line drawn 360 degrees from a position at latitude 22° 09' 00" north, longitude 114° 08' 51" east to Yuen Kok, south eastern extremity of Lamma Island thence along the coast line from Yuen Kok to Wong Chuk Kok, thence by a straight line drawn from Wong Chuk Kok to a position at latitude 22° 14' 23" north and longitude 114° 07' 12" east.

13.The Soko Islands and West Lamma Channel-The waters of Hong Kong bounded on the north by a straight line drawn from the headland at latitude 22° 14' 34" north, longitude 114° 06' 56" east to the north eastern extremity of Cheung Chau Island, latitude 22° 13' 32' north, longitude 114° 01' 57" east, and a straight line drawn from the south western extremity of Cheung Chau Island, latitude 22° 11' 52" north, longitude 114° 01' 09" east, to the south western extremity of Shek Kwu Chau, latitude 22° 11' 24" north, longitude 113° 59' 18" east, thence a straight line drawn 270° to the northern extremity of Siu A Chau.

14.Hong Kong Island (South)-The waters of Hong Kong bounded on the west by a straight line drawn from the headland at Waterfall Bay, latitude 22° 15' 12" north, longitude 114° 07' 48" east, thence to the south western extremity of Ap Lei Pai, latitude 22° 13' 50" north, longitude 114° 09' 33" east, hence a straight line drawn 126° to Wong Ma Kok (Bluff Head) thence a straight line drawn 075° to Hok Tsui (Cape D'Aguilar).

15.Hong Kong Island (South)-The waters of Hong Kong bounded by a straight line drawn 037° from the eastern most extremity of Po Toi Island to the south eastern extremity of Sung Kong Island and by a straight line drawn 270° from the north eastern extremity of Sung Kong Island to the north eastern extremity of Lo Chau (Beaufort Island) and by a straight line drawn 157° from the southern extremity of Lo Chau (Beaufort Island) to the southern extremity of Po Toi Island.

SCHEDULE 12

SHIPPING AND PORT CONTROL ORDINANCE VerDate:30/06/1997

[regulation 71]

SHIPPING AND PORT CONTROL ORDINANCE

(Chapter 313)

Notice under section 77 of the Shipping and Port Control Ordinance to be served on a master of a vessel alleged to have committed an offence

To (a) .....  
master of

(b).....  
I, (c)

.....,

(d)

.....,

(being an officer of the Marine Department of the rank of Marine Inspector Class II or above),  
have reasons to suspect that you on the

..... day of .....  
19 ..... at about ..... \*a.m./p.m. did (e) .....

\*at/in (f)

.....  
in the waters of Hong Kong, thereby committing an offence under section

(g) ..... of the  
Shipping and Port Control Ordinance\*/regulation (g)  
..... of the Shipping and Port Control Regulations  
particulars of which are \*below/overleaf (h) .....

2.Pursuant to section 77 of the Shipping and Port Control Ordinance, I hereby serve you with notice  
that you are required to be and appear on the ..... day of ..... 19 ..... at

.....  
\*a.m./p.m. at the Magistrate's Court at

.....  
\*Hong Kong/Kowloon before such magistrate as may then be there, to answer to the alleged offence  
and to be dealt with according to law.

Dated this ..... day of ..... 19 .....

(i) .....  
Officer of the Marine Department

Rank .....

WARNING : If you fail to appear at the time and place mentioned in paragraph 2 of this notice-

- (a) The magistrate may issue his warrant for your arrest; and
- (b) you may have to pay the costs of such warrant not exceeding \$400 in addition to any other penalty which on conviction may be imposed on you.

-----  
\* delete whichever is not applicable.

Notes : (a)insert full name of the master of the vessel alleged to have committed the offence;

- (b) insert the name of the vessel;
- (c) insert name of the officer of the Marine Department serving notice;
- (d) insert rank of such officer of the Marine Department;
- (e) insert particulars of the offence alleged;
- (f) place at which the alleged offence was committed;

- (g) insert the section of the Ordinance, or the regulation, contravened;
- (h) insert the relevant provisions of the section or regulation contravened;
- (i) to be signed by the officer serving this notice.

This notice is to be completed in duplicate.

The original is to be served personally on the offending master or may be handed personally to the senior officer on board the vessel or to the person appearing to be in charge or command of the vessel at the time of service.

This notice was served by me at .....  
 ..... on the ..... day of ..... 19 ..... at  
 ..... \*a.m./p.m. by handing the same personally to  
 ..... who stated himself in  
 ..... (language) to be ..... and who  
 appeared to understand the contents thereof.

.....  
 (Signature of the officer of the Marine Department serving the notice)

Dated: .....

(overleaf)

Particulars of the section of the Ordinance or regulation contravened

(46 of 1981 s.15)

SCHEDULE 13  
 PORT DUES AND FEES VerDate:10/07/2009

[regulations 48, 49, 50,  
 51, 52 & 68]

Item	Purpose or service	Fee \$
1. Anchorage dues-		
	For a vessel lying at anchor, the higher of-	
	(a) the minimum dues .....	
	(b) the dues calculated as follows, to be rounded down to the nearest ten cents-	
	100	
	(i) per ton or part of it, per hour or part of it whilst lying in the limits of Victoria port .....	0.02
	(ii) per ton or part of it, per hour or part of it whilst lying elsewhere in the waters of Hong Kong .....	0.015

(L.N. 201 of 2005)

2. Buoy dues-

For each day or part of a day that a buoy is occupied or reserved-

(a) A Class A buoy .....	3685
(b) A Class B buoy .....	2455

Note: (1) A buoy may be reserved up to a maximum of 2 days in advance of a vessel's estimated time of arrival.

(2) Where in the opinion of the Director it is essential because of the length or draft of a particular ship that adjacent buoys be left vacant, the owner or master of the ship may be charged the hire rate appropriate for each buoy so left vacant.

(3) In this item, "day" means a period of 24 hours beginning at midnight.

3. Port facilities and light dues-

For the use of the port facilities-

(a) All vessels plying exclusively within the river trade limits-

Per 100 tons or part thereof on each occasion of entry to the waters of Hong Kong  
..... 23

(b) (Repealed 24 of 2005 s. 55)

(c) All other vessels-

Per 100 tons or part thereof on each occasion of entry to the  
waters of Hong Kong (L.N. 201 of 2005) .....54

4. Private mooring fee-

For the keeping of private moorings, per month or part thereof, per mooring-

(a) In Causeway Bay Typhoon Shelter, Aberdeen West Typhoon Shelter and Aberdeen

South Typhoon Shelter-

(i) length 5 metres and under .....	270
(ii) length 8 metres and under .....	475
(iii) length 11 metres and under .....	670
(iv) length over 11 metres .....	670 plus \$210 for every 3 metres or part thereof by which the length exceeds 11 metres

(b) In all other typhoon shelters and elsewhere within the limits of

Victoria port-

(i) length 5 metres and under .....	140
(ii) length 8 metres and under .....	270
(iii) length 11 metres and under .....	405
(iv) length over 11 metres .....	405 plus \$140 for every 3 metres or part thereof by which the length exceeds 11 metres

(c) Elsewhere in the waters of Hong Kong-

(i) length 5 metres and under .....	73
(ii) length 8 metres and under .....	140
(iii) length 11 metres and under .....	210
(iv) length over 11 metres .....	210 plus \$140 for every 3 metres or part thereof by which the length

	exceeds 11 metres
(d) For ferry vessels used on a franchised service within the meaning of the Ferry Services Ordinance (Cap 104)-	
(i) Within the limits of Victoria port .....	1335
(ii) Elsewhere in the waters of Hong Kong .....	670

Note: In this item, "length" (é••â°) means the size of vessel, in terms of length overall, which the mooring is able to accommodate.

#### 5. Transfer of private moorings-

Upon the transfer of ownership of a private mooring (whether by sale and purchase or otherwise) .....	140
---	-----

#### 6. Miscellaneous permits and certificates-

(a) To certify that a vessel has been broken up .....	175
(b) To certify a list of weather non-working days for a period of 1 calendar month (per list) .....	160
(c) To certify a list of dates of arrival and departure of vessels for a period of 1 calendar month (per list) .....	160
(d) Any other certificate or permit not otherwise specified .....	160
(e) Fee for a Marine Department permit to break up a ship-	
(i) Within the limits of Victoria port .....	875 plus \$79 per day or part thereof for every 100 gross tons or part thereof of one half of the ship's gross tonnage, up to and including the date of completion of the break up
(ii) Elsewhere in the waters of Hong Kong .....	875 plus \$52 per day or part thereof for every 100 gross tons or part thereof of one half of the ship's gross tonnage, up to and including the date of completion of the break up

Note: In this sub-item, "the date of completion" (means the date of completion specified in the certificate referred to in sub-item (a).

(f) Fee for a port clearance permit (L.N. 100 of 2009) .....	58
(g) Fee for a permit to undertake ship repairs .....	Nil

#### 7. Registers and records-

(a) For a search in the registers and records on behalf of an applicant	125
(b) For any certified extract or copy of a document .....	160
(c) For each uncertified sheet of a Rank Xerox (or similar) copy of a document .....	9

#### 8. Charges for service outside office hours-

    Where any officer of the Marine Department is required to perform any

service referred to in this Schedule either at the Marine Department, or at any other place at Hong Kong outside office hours, there shall be payable, in addition to the fee prescribed for the service required, the following charges-

(a) On week-days from 7 a.m. to 9 a.m. or 5 p.m. to 7 p.m. (per hour per officer) .....	625
(b) On week-days before 7 a.m. or after 7 p.m. and on Saturday afternoons (per hour per officer) .....	1235
(c) On Sundays and public holidays (per hour per officer) ....	1850

Note: A service occupying less than an hour will be charged for as 1 hour, according to the scale. Where a service occupies more than 1 hour but not an exact number of hours, the charge will be-

- (a) if the period in excess of an exact number of hours is 30 minutes or less, half the appropriate fee for 1 hour;
- (b) if the period in excess is more than 30 minutes, the appropriate fee for 1 hour.

9.Fishing licence fees-

(a) For the erection and maintenance of each inshore or offshore stake net ...	210
(b) For the operation of each beach seine net .....	210

(L.N. 253 of 1992; L.N. 339 of 1993; L.N. 338 of 1994; L.N. 276 of 1995)

SCHEDULE 14  
(Repealed L.N. 107 of 2000) VerDate:01/07/2000

SCHEDULE 15  
SEAWARD LIMITS OF THE VESSEL TRAFFIC SERVICE COVERAGE VerDate:30/06/1997

[regulations 3 & 7]

- (a) On the east, straight lines joining the following positions-
  - (i) the meridian of longitude 114° 30' 00" east where it intersects the mainland high water mark;
  - (ii) latitude 22° 20' 00" north,  
longitude 114° 40' 00" east;
  - (iii) latitude 22° 00' 00" north,  
longitude 114° 40' 00" east.
- (b) On the south, straight lines joining the following positions-
  - (i) latitude 22° 00' 00" north,  
longitude 114° 40' 00" east;
  - (ii) latitude 21° 50' 00" north,  
longitude 114° 24' 00" east;
  - (iii) latitude 22° 05' 00" north,  
longitude 114° 20' 36" east;

- (iv) latitude 22° 00' 00" north,  
longitude 114° 07' 00" east;
- (v) latitude 21° 56' 00" north,  
longitude 114° 00' 00" east;
- (vi) latitude 22° 09' 00" north,  
longitude 113° 44' 00" east;
- (vii) latitude 22° 09' 00" north,  
longitude 113° 37' 00" east.

(c) On the west, straight lines joining the following positions-

- (i) latitude 22° 09' 00" north,  
longitude 113° 37' 00" east;
- (ii) latitude 22° 10' 24" north,  
longitude 113° 35' 00" east;
- (iii) latitude 22° 20' 00" north,  
longitude 113° 40' 00" east;
- (iv) latitude 22° 35' 00" north,  
longitude 113° 40' 00" east.

(d) On the north, a straight line joining the following positions-

- (i) latitude 22° 35' 00" north,  
longitude 113° 40' 00" east;

(ii) the latitude of 22° 35' 00" north where it intersects the mainland high water mark in the vicinity of longitude 113° 50' 18" east. (L.N. 408 of 1994)

SCHEDULE 16  
INFORMATION TO BE PROVIDED TO THE DIRECTOR BY NOTIFICATION OR REPORT  
UNDER REGULATION 6A VerDate:01/11/2002

[regulation 6A]

PART I

ALL VESSELS

1. Name of vessel.
2. The call sign or MD reference number or (in the absence of call sign or MD reference number) official number of vessel. (L.N. 117 of 2002)
3. National colours.
4. Type of vessel.
5. Gross tonnage of vessel. (L.N. 117 of 2002)

6. Length overall of vessel in metres.
7. Number of crew including master.
8. Purpose of call and intended berth or anchorage on arrival in Hong Kong. (L.N. 117 of 2002)
9. Estimated maximum draught of vessel in metres on arrival.
10. (a) Any defects affecting the manoeuvrability or seaworthiness of the vessel.  
(b) Any special condition of the vessel.
11. Quantities and categories of dangerous goods on board including radioactive materials (insert "None" if applicable).
12. (a) Name of agent of vessel in Hong Kong (insert "None" if no agent appointed and indicate whether an agent is to be appointed or whether the master is to act as agent).  
  
(b) Name of master of vessel.
13. Where a pilot is required, the intended pilot boarding station.
14. Estimated time of arrival at intended pilot boarding station (expressed as "YY/MM/DD/hh/mm").
15. Last port of call (state name of port and country or territory).
16. Height to highest point of vessel in metres above waterline on arrival.
17. Any other relevant information (if applicable).

Note:

In this Schedule, for the purpose of item 2-  
"MD reference number", in relation to a vessel which arrives at the waters of Hong Kong for the first time, means a reference number assigned by the Director to the vessel for the purpose of reporting arrival and departure of the vessel. (L.N. 117 of 2002)  
(L.N. 408 of 1994)

SCHEDULE 17

TANKER ARRIVAL NOTICE VerDate:30/06/1997

[regulation 32A]

1. Name of vessel.
2. Call sign of vessel.
3. National colours.
4. Length overall of vessel in metres.
5. Maximum draft of vessel.
6. Deadweight tonnage under present condition.
7. Date keel laid.
8. Cargo type and amount of cargo in tonnes (whether for loading, discharge, transhipment or transit).
9. Estimated time of arrival at intended pilot boarding station, specified anchorage or berth in the waters of Hong Kong (expressed as "YY/MM/DD/hh/mm").
10. Estimated time of departure from intended berth in the waters of Hong Kong (expressed as YY/MM/DD/hh/mm").
11. Intended berth.
12. In the case of a vessel carrying liquefied gas in bulk, details of any certificate of fitness in respect of that cargo, including number, name of person or body issuing the certificate, date of issue, date of latest survey and date of expiry and type of liquefied gas carried.
13. In the case of a vessel carrying more than 2000 tonnes of oil in bulk, details of any certificate of insurance insuring against the risk of oil pollution in respect of that cargo, including number, name of person or body issuing the certificate, date of issue and date of expiry.

14. In the case of a vessel carrying (or to carry) any noxious liquid substances in bulk, details of any International Pollution Prevention Certificate in respect of that cargo, including number, name of person or body issuing the certificate, date of issue, date of latest survey and date of expiry, and indicating whether for loading, discharge, transshipment or transit.
15. Whether a Marpol surveyor is required (insert "Yes" or "No").
16. Whether a fixed inert gas system is fitted in the vessel (insert "Yes" or "No").
17. Whether a fixed tank washing system is fitted in the vessel (insert "yes" or "No").

Note:

In the Sixteenth Schedule and the Seventeenth Schedule-

"International Pollution Prevention Certificate" has the same meaning as the definition of "INLS Certificate" in regulation 1(2) of the Merchant Shipping (Control of Pollution by Noxious Liquid Substances in Bulk) Regulations (Cap 413 sub. leg.);

"Marpol surveyor" has the same meaning as in regulation 1(2) of the Merchant Shipping (Control of Pollution by Noxious Liquid Substances in Bulk) Regulations (Cap 413 sub. leg.);

"pilot boarding station" has the same meaning as in section 10A of the Pilotage Ordinance (Cap 84);

"specified anchorage" means an area of the waters of Hong Kong specified as such in items 1 to 5 of Schedule 3 to the Pilotage Ordinance (Cap 84).

(L.N. 408 of 1994)

## SCHEDULE 18

RESTRICTED ZONES VerDate:15/05/2004

[regulation 19]

### 1.TOLO HARBOUR

#### (a) Zone T1

Plover Cove

The waters of Hong Kong bounded on the south by a straight line drawn 227.5° (T) at right angles from a position at the Plover Cove Reservoir Main Dam wall at latitude 22°27'49" north, longitude 114°14'15" east to the eastern extremity of Ma Shi Chau (latitude 22°27'30" north, longitude 114°13'53" east).

#### (b) Zone T2

Sha Tin Hoi

The waters of Hong Kong bounded on the north by a straight line drawn 290.5° (T) from a position at the western coast of Ma On Shan at latitude 22°25'22.5" north, longitude 114°13'18.1" east to a point where the line meets the coastline to the north of Ma Liu Shui.

### 2.PORT SHELTER AND ROCKY HARBOUR

#### (a) Zone K1

Tai She Wan

The waters of Hong Kong bounded on the west by a straight line drawn 156.5° (T) from the headland at the north of Tam Shui Wan at latitude 22°21'35" north, longitude 114°20'01" east to the headland at the south of Tai She Wan at latitude 22°21'20" north, longitude 114°20'08" east.

#### (b) Zone K2

Tsam Chuk Wan

The waters of Hong Kong bounded on the south by a straight line drawn 285° (T) from a position at latitude 22°23'02" north, longitude 114°18'57" east to the southern extremity of Wong Nai Chau Tsai (latitude 22°23'06" north, longitude 114°18'44" east), continuing to a position at latitude 22°23'10" north, longitude 114°18'27" east.

(c) Zone K3

Hebe Haven (Pak Sha Wan)

The waters of Hong Kong bounded on the south by a straight line drawn 061° (T) from the headland at the south of Campers' Beach at latitude 22°20'53" north, longitude 114°15'54" east to the headland at Pak Ma Tsui at latitude 22°21'06" north, longitude 114°16'20" east.

(d) Zone K4

East Kiu Tsui Chau

The waters of Hong Kong bounded on the north and east by a straight line drawn 162° (T) from the eastern extremity of Yau Lung Kok (latitude 22°22'28" north, longitude 114°17'39" east) to the beacon at Lo Chi Pai (latitude 22°21'57" north, longitude 114°17'50" east) thence by a straight line drawn 259° (T) to the headland at the north of Shek Kwu Wan at latitude 22°21'56" north, longitude 114°17'44" east.

(e) Zone K5

West Kau Sai Chau

The waters of Hong Kong bounded on the west by a straight line drawn 354° (T) from the headland at Pak Sha Tsui at latitude 22°21'22" north, longitude 114°18'04" east to a position at latitude 22°21'35" north, longitude 114°18'03" east thence by a straight line drawn 044° (T) to a position at Kau Sai Chau at latitude 22°21'43" north, longitude 114°18'11" east.

(f) Zone K6

South Kau Sai Chau

The waters of Hong Kong bounded on the east by a straight line drawn 180° (T) from the southern extremity of Kau Sai Chau (latitude 22°20'36" north, longitude 114°19'14" east) to the northern extremity of Tiu Chung Chau (latitude 22°20'34" north, longitude 114°19'14" east) and on the west by a straight line drawn 114° (T) from the south-western extremity of Kau Sai Chau (latitude 22°20'39" north, longitude 114°18'34" east) to the north-western extremity of Tiu Chung Chau (latitude 22°20'22" north, longitude 114°18'47" east).

(g) Zone K7

Bluff Island

The waters of Hong Kong bounded on the north by a straight line drawn 254° (T) from the headland at the north-east of Ung Kong Wan at latitude 22°19'40" north, longitude 114°21'12" east to the headland at the north-west of Ung Kong Wan at latitude 22°19'35" north, longitude 114°20'55" east.

(h) Zone K8

Clear Water Bay

The waters of Hong Kong bounded on the south-east by a straight line drawn 051° (T) from the eastern extremity of So Shi Tau (latitude 22°17'13" north, longitude 114°17'17" east) to the headland at latitude 22°17'24" north, longitude 114°17'32" east.

### 3.HONG KONG ISLAND, SOUTH

(a) Zone A1

To Tei Wan

The waters of Hong Kong bounded on the south by a straight line drawn 274° (T) from a position on the coast at latitude 22°13'33" north, longitude 114°14'02" east to a position at latitude 22°13'32" north, longitude 114°13'57" east thence by a straight line drawn 348° (T) to a position at latitude 22°13'44"

north, longitude 114°13'55" east thence by a straight line drawn 077° (T) to a position on the coast at latitude 22°13'45" north, longitude 114°14'01" east.

(b) Zone A2

Tai Tam Harbour

The waters of Hong Kong bounded on the south by a straight line drawn 254° (T) from a position at latitude 22°14'27" north, longitude 114°13'51" east to a position at latitude 22°14'22" north, longitude 114°13'34" east.

(c) Zone A3

Stanley Bay

The waters of Hong Kong bounded on the west by a straight line drawn 114° (T) from the headland at latitude 22°13'06" north, longitude 114°12'21" east to the headland at latitude 22°12'59" north, longitude 114°12'39" east thence by a straight line drawn 189° (T) to the headland at latitude 22°12'44" north, longitude 114°12'37" east.

(d) Zone A4

Chung Hom Wan

The waters of Hong Kong bounded on the west by a straight line drawn 180° (T) from a position at the mouth of the bay at latitude 22°13'22" north, longitude 114°11'45" east to a position at the south of the bay at latitude 22°13'02" north, longitude 114°11'45" east.

(e) Zone A5

South Bay

The waters of Hong Kong bounded on the north by a straight line drawn 214° (T) from the western extremity of the headland at the north of South Bay (latitude 22°13'48" north, longitude 114°11'38" east) to an unnamed island to the east of Tau Chau at latitude 22°13'34" north, longitude 114°11'27" east.

(f) Zone A6

Deep Water Bay

The waters of Hong Kong bounded on the west by a straight line drawn 149° (T) from a position on Hong Kong Island at latitude 22°14'39" north, longitude 114°10'33" east to the north-western extremity of Middle Island (latitude 22°14'16" north, longitude 114°10'50" east) thence along the northern coastline of Middle Island to the headland at the eastern side of Middle Island at latitude 22°14'09" north, longitude 114°11'11" east thence by a straight line drawn 050° (T) to a position at latitude 22°14'15" north, longitude 114°11'21" east.

(g) Zone A10

Tai Tam Bay

The waters of Hong Kong bounded on the east by a straight line drawn 003° (T) from a position on the western coast of Tai Tam Bay at latitude 22°13.026' north, longitude 114°13.103' east to a position on the northern coast of the bay at latitude 22°13.656' north, longitude 114°13.136' east.

A reference to the co-ordinates of a point is a reference to the co-ordinates of that point based on the World Geodetic System 1984 (WGS 84). (L.N. 42 of 2004)

(h) Zone A11

Repulse Bay

The waters of Hong Kong bounded on the west by a straight line drawn 314° (T) from the western extremity of the headland at the south of Middle Bay (latitude 22°13.711' north, longitude 114°11.783' east) to the headland at the eastern side of Middle Island at latitude 22°14.083' north, longitude 114°11.373' east, thence by a straight line drawn 057° (T) to a position on the northern coast of Repulse Bay at latitude 22°14.171' north, longitude 114°11.518' east. A reference to the co-ordinates of a point is a reference to the co-ordinates of that point based on the World Geodetic System 1984 (WGS 84). (L.N. 42 of 2004)

#### 4.LAMMA ISLAND

(a) Zone A7

Luk Chau Wan

The waters of Hong Kong bounded on the north by a straight line drawn 071° (T) from the Lo Tik Wan pier light (latitude 22°13'31" north, longitude 114°07'29" east) to the northern extremity of Luk Chau (latitude 22°13'40" north, longitude 114°07'57" east) thence along the western coastline of Luk Chau to a position at latitude 22°13'28" north, longitude 114°07'52" east thence by a straight line drawn 176° (T) to a position at latitude 22°13'22" north, longitude 114°07'54" east.

(b) Zone A8

Sham Wan

The waters of Hong Kong bounded on the south by a straight line drawn 072° (T) from the southern extremity of Tai Kok (latitude 22°10'46" north, longitude 114°08'04" east) to the southern extremity of Yuen Kok (latitude 22°10'59" north, longitude 114°08'44" east).

#### 5.CHEUNG CHAU

Zone A9

Tung Wan

The waters of Hong Kong bounded on the north-east by a straight line drawn 160° (T) from the eastern extremity of Pak Kok Tsui (latitude 22°13'08" north, longitude 114°02'00" east) to the headland at the south of Tung Wan at latitude 22°12'34" north, longitude 114°02'13" east.

#### 6.LANTAU ISLAND

Zone L1

Discovery Bay

The waters of Hong Kong bounded on the east by a straight line drawn 000° (T) from a position on the southern coast of Discovery Bay at latitude 22°17.742' north, longitude 114°01.188' east to a position on the western coast of the bay at latitude 22°18.067' north, longitude 114°01.187' east.

A reference to the co-ordinates of a point is a reference to the co-ordinates of that point based on the World Geodetic System 1984 (WGS 84).

(L.N. 42 of 2004)

(Schedule 18 added L.N. 107 of 2000)

#### SCHEDULE 19

PROHIBITED ANCHORAGE AREA VerDate:16/08/2005

[regulation 41A]

#### 1.HONG KONG DISNEYLAND INTERNATIONAL THEME PARK AREA

The area of the waters of Hong Kong bounded by the shore and straight lines joining the following positions (a) to (k) is the prohibited anchorage area for the purposes of regulation 41A-

- (a) latitude 22°19'13" north,  
longitude 114°03'22" east;
- (b) latitude 22°17'34" north,  
longitude 114°03'22" east;
- (c) latitude 22°17'26" north,

- longitude 114°03'13" east;
- (d) latitude 22°17'39" north,  
longitude 114°02'26" east;
- (e) latitude 22°17'41" north,  
longitude 114°01'58" east;
- (f) latitude 22°17'46" north,  
longitude 114°01'50" east;
- (g) latitude 22°17'55" north,  
longitude 114°01'49" east;
- (h) latitude 22°18'11" north,  
longitude 114°01'38" east;
- (i) latitude 22°18'25" north,  
longitude 114°01'26" east;
- (j) latitude 22°18'33" north,  
longitude 114°01'30" east;
- (k) latitude 22°18'41" north,  
longitude 114°01'55" east.
- (Nineteenth Schedule added L.N. 141 of 2000)